

SOUTHERN PACIFIC COMPANY
RECORDS

IV#51

SACRAMENTO DIVISION
ENGINEERING FIELD BOOK

FIELD BOOK

461

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees.
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
0			100 00	0 44	100 00	0 87	99 99	1 31	89
1	99 98	1 75	99 98	2 18	99 97	2 62	99 95	3 05	88
2	99 94	3 49	99 92	3 93	99 91	4 36	99 88	4 80	87
3	99 86	5 23	99 84	5 67	99 81	6 10	99 79	6 54	86
4	99 76	6 98	99 73	7 41	99 69	7 85	99 66	8 28	85
5	99 62	8 72	99 58	9 15	99 54	9 58	99 50	10 02	84
6	99 45	10 45	99 41	10 89	99 36	11 32	99 31	11 75	83
7	99 25	12 19	99 20	12 62	99 14	13 05	99 09	13 49	82
8	99 03	13 92	98 97	14 35	98 90	14 78	98 84	15 21	81
9	98 77	15 64	98 70	16 07	98 63	16 50	98 56	16 93	80
10	98 48	17 36	98 40	17 79	98 33	18 22	98 25	18 65	79
11	98 16	19 08	98 08	19 51	97 99	19 94	97 90	20 36	78
12	97 81	20 79	97 72	21 22	97 63	21 64	97 53	22 07	77
13	97 44	22 50	97 34	22 92	97 24	23 34	97 13	23 77	76
14	97 03	24 19	96 92	24 62	96 81	25 04	96 70	25 46	75
15	96 59	25 88	96 48	26 30	96 38	26 72	96 25	27 14	74
16	96 13	27 55	96 00	27 98	95 88	28 40	95 76	28 82	73
17	95 63	29 24	95 50	29 65	95 37	30 07	95 24	30 49	72
18	95 11	30 90	94 97	31 32	94 83	31 73	94 69	32 14	71
19	94 55	32 56	94 41	32 97	94 26	33 38	94 12	33 79	70
20	93 97	34 20	93 82	34 61	93 67	35 02	93 51	35 43	69
21	93 36	35 84	93 20	36 24	93 04	36 65	92 88	37 06	68
22	92 72	37 46	92 55	37 86	92 39	38 27	92 22	38 67	67
23	92 05	39 07	91 88	39 47	91 71	39 87	91 53	40 27	66
24	91 35	40 67	91 18	41 07	91 00	41 47	90 81	41 87	65
25	90 63	42 26	90 45	42 66	90 26	43 05	90 07	43 44	64
26	89 88	43 84	89 69	44 23	89 49	44 62	89 30	45 01	63
27	89 10	45 40	88 90	45 79	88 70	46 17	88 50	46 56	62
28	88 29	46 95	88 09	47 33	87 88	47 72	87 67	48 10	61
29	87 46	48 48	87 25	48 86	87 04	49 24	86 82	49 62	60
30	86 60	50 00	86 38	50 38	86 16	50 75	85 94	51 13	59
31	85 72	51 50	85 49	51 88	85 26	52 25	85 04	52 62	58
32	84 80	52 99	84 57	53 36	84 34	53 73	84 10	54 10	57
33	83 87	54 46	83 63	54 83	83 39	55 19	83 15	55 56	56
34	82 90	55 92	82 66	56 28	82 41	56 64	82 16	57 00	55
35	81 92	57 36	81 68	57 71	81 41	58 07	81 16	58 42	54
36	80 90	58 78	80 64	59 13	80 39	59 48	80 13	59 83	53
37	79 86	60 18	79 60	60 53	79 34	60 88	79 07	61 22	52
38	78 80	61 57	78 53	61 91	78 26	62 25	77 99	62 59	51
39	77 71	62 93	77 44	63 27	77 16	63 61	76 88	63 94	50
40	76 60	64 28	76 32	64 61	76 04	64 94	75 76	65 28	49
41	75 47	65 61	75 18	65 93	74 90	66 26	74 61	66 59	48
42	74 31	66 91	74 02	67 24	73 73	67 56	73 43	67 88	47
43	73 14	68 20	72 84	68 52	72 54	68 84	72 24	69 15	46
44	71 93	69 47	71 63	69 78	71 33	70 09	71 02	70 40	45
45	70 71	70 71							
Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees.
	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	

Published by the A. LIETZ Co., San Francisco, Cal.

SOUTHERN PACIFIC COMPANY RECORD
SACRAMENTO DIVISION ENGINEERING FILE

TED BAIR
Southern Pacific Depot, Sacramento, California

TABLE OF STADIA REDUCTIONS
For a Constant of 100.

ROD VERTICAL.

Min.	0°	1°	2°	3°	4°	5°	6°	7°
0	Hor. Dist. 100.00 Diff. Elev. 0.00	Hor. Dist. 99.97 Diff. Elev. 1.74	Hor. Dist. 99.82 Diff. Elev. 3.49	Hor. Dist. 99.73 Diff. Elev. 5.23	Hor. Dist. 99.51 Diff. Elev. 6.96	Hor. Dist. 99.24 Diff. Elev. 8.68	Hor. Dist. 98.91 Diff. Elev. 10.40	Hor. Dist. 98.51 Diff. Elev. 12.10
2	100.00 0.06	99.97 1.80	99.82 3.55	99.73 5.29	99.51 7.02	99.24 8.74	98.91 10.45	98.51 12.15
4	100.00 1.12	99.97 2.86	99.82 4.61	99.73 6.34	99.51 8.07	99.24 9.79	98.91 11.50	98.51 13.20
6	100.00 2.18	99.97 3.92	99.82 5.67	99.73 7.40	99.51 9.13	99.24 10.85	98.91 12.56	98.51 14.26
8	100.00 3.24	99.97 4.98	99.82 6.73	99.73 8.46	99.51 10.19	99.24 11.91	98.91 13.62	98.51 15.32
10	100.00 4.30	99.97 6.04	99.82 7.78	99.73 9.52	99.51 11.25	99.24 12.97	98.91 14.68	98.51 16.38
12	100.00 5.36	99.97 7.10	99.82 8.84	99.73 10.58	99.51 12.31	99.24 14.03	98.91 15.74	98.51 17.44
14	100.00 6.42	99.97 8.16	99.82 9.90	99.73 11.64	99.51 13.37	99.24 15.09	98.91 16.80	98.51 18.50
16	100.00 7.48	99.97 9.22	99.82 10.96	99.73 12.70	99.51 14.43	99.24 16.15	98.91 17.86	98.51 19.56
18	100.00 8.54	99.97 10.28	99.82 12.02	99.73 13.76	99.51 15.49	99.24 17.21	98.91 18.92	98.51 20.62
20	100.00 9.60	99.97 11.34	99.82 13.08	99.73 14.82	99.51 16.55	99.24 18.27	98.91 19.98	98.51 21.68
22	100.00 10.66	99.97 12.40	99.82 14.14	99.73 15.88	99.51 17.61	99.24 19.33	98.91 21.04	98.51 22.74
24	100.00 11.72	99.97 13.46	99.82 15.20	99.73 16.94	99.51 18.67	99.24 20.39	98.91 22.10	98.51 23.80
26	100.00 12.78	99.97 14.52	99.82 16.26	99.73 18.00	99.51 19.73	99.24 21.45	98.91 23.16	98.51 24.86
28	100.00 13.84	99.97 15.58	99.82 17.32	99.73 19.06	99.51 20.79	99.24 22.51	98.91 24.22	98.51 25.92
30	100.00 14.90	99.97 16.64	99.82 18.38	99.73 20.12	99.51 21.85	99.24 23.57	98.91 25.28	98.51 26.98
32	99.99 15.96	99.96 17.70	99.81 19.44	99.72 21.18	99.50 22.91	99.23 24.63	98.90 26.34	98.50 28.04
34	99.99 17.02	99.96 18.76	99.81 20.50	99.72 22.24	99.50 23.97	99.23 25.69	98.90 27.40	98.50 29.10
36	99.99 18.08	99.96 19.82	99.81 21.56	99.72 23.30	99.50 25.03	99.23 26.75	98.90 28.46	98.50 30.16
38	99.99 19.14	99.96 20.88	99.81 22.62	99.72 24.36	99.50 26.09	99.23 27.81	98.90 29.52	98.50 31.22
40	99.99 20.20	99.96 21.94	99.81 23.68	99.72 25.42	99.50 27.15	99.23 28.87	98.90 30.58	98.50 32.28
42	99.99 21.26	99.96 23.00	99.81 24.74	99.72 26.48	99.50 28.21	99.23 29.93	98.90 31.64	98.50 33.34
44	99.99 22.32	99.96 24.06	99.81 25.80	99.72 27.54	99.50 29.27	99.23 30.99	98.90 32.70	98.50 34.40
46	99.99 23.38	99.96 25.12	99.81 26.86	99.72 28.60	99.50 30.33	99.23 32.05	98.90 33.76	98.50 35.46
48	99.99 24.44	99.96 26.18	99.81 27.92	99.72 29.66	99.50 31.39	99.23 33.11	98.90 34.82	98.50 36.52
50	99.99 25.50	99.96 27.24	99.81 28.98	99.72 30.72	99.50 32.45	99.23 34.17	98.90 35.88	98.50 37.58
52	99.98 26.56	99.96 28.30	99.81 30.04	99.72 31.78	99.50 33.51	99.23 35.23	98.90 36.94	98.50 38.64
54	99.98 27.62	99.96 29.36	99.81 31.10	99.72 32.84	99.50 34.57	99.23 36.29	98.90 38.00	98.50 39.70
56	99.98 28.68	99.96 30.42	99.81 32.16	99.72 33.90	99.50 35.63	99.23 37.35	98.90 39.06	98.50 40.76
58	99.98 29.74	99.96 31.48	99.81 33.22	99.72 34.96	99.50 36.69	99.23 38.41	98.90 40.12	98.50 41.82
60	99.98 30.80	99.96 32.54	99.81 34.28	99.72 36.02	99.50 37.75	99.23 39.47	98.90 41.18	98.50 42.88
c=1.75	1.75	.01	.75	.02	.75	.03	.75	.04
c=1.15	1.15	.01	1.15	.03	1.15	.05	1.14	.10
c=1.90	1.90	.02	1.90	.12	1.90	.18	1.89	.25

Published by the A. Litz Co., San Francisco, Cal.

TABLE OF STADIA REDUCTIONS.—Continued.

Min	8°	9°	10°	11°	12°	13°	14°	15°
Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.
Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.
0°	98.98	97.55	96.08	94.58	93.05	91.48	89.86	88.19
2	98.95	97.52	96.05	94.55	93.02	91.45	89.83	88.16
4	98.92	97.49	96.02	94.52	92.99	91.42	89.80	88.13
6	98.89	97.46	95.99	94.49	92.96	91.39	89.77	88.10
8	98.86	97.43	95.96	94.46	92.93	91.36	89.74	88.07
10	98.83	97.40	95.93	94.43	92.90	91.33	89.71	88.04
12	98.80	97.37	95.90	94.40	92.87	91.30	89.68	88.01
14	98.77	97.34	95.87	94.37	92.84	91.27	89.65	87.98
16	98.74	97.31	95.84	94.34	92.81	91.24	89.62	87.95
18	98.71	97.28	95.81	94.31	92.78	91.21	89.59	87.92
20	98.68	97.25	95.78	94.28	92.75	91.18	89.56	87.89
22	98.65	97.22	95.75	94.25	92.72	91.15	89.53	87.86
24	98.62	97.19	95.72	94.22	92.69	91.12	89.50	87.83
26	98.59	97.16	95.69	94.19	92.66	91.09	89.47	87.80
28	98.56	97.13	95.66	94.16	92.63	91.06	89.44	87.77
30	98.53	97.10	95.63	94.13	92.60	91.03	89.41	87.74
32	98.50	97.07	95.60	94.10	92.57	91.00	89.38	87.71
34	98.47	97.04	95.57	94.07	92.54	90.97	89.35	87.68
36	98.44	97.01	95.54	94.04	92.51	90.94	89.32	87.65
38	98.41	96.98	95.51	94.01	92.48	90.91	89.29	87.62
40	98.38	96.95	95.48	93.98	92.45	90.88	89.26	87.59
42	98.35	96.92	95.45	93.95	92.42	90.85	89.23	87.56
44	98.32	96.89	95.42	93.92	92.39	90.82	89.20	87.53
46	98.29	96.86	95.39	93.89	92.36	90.79	89.17	87.50
48	98.26	96.83	95.36	93.86	92.33	90.76	89.14	87.47
50	98.23	96.80	95.33	93.83	92.30	90.73	89.11	87.44
52	98.20	96.77	95.30	93.80	92.27	90.70	89.08	87.41
54	98.17	96.74	95.27	93.77	92.24	90.67	89.05	87.38
56	98.14	96.71	95.24	93.74	92.21	90.64	89.02	87.35
58	98.11	96.68	95.21	93.71	92.18	90.61	88.99	87.32
60	98.08	96.65	95.18	93.68	92.15	90.58	88.96	87.29
c=75...	74	74	74	74	74	74	74	74
c=1.15...	1.14	1.17	1.19	1.21	1.23	1.25	1.27	1.29
c=1.90...	1.89	1.91	1.93	1.95	1.97	1.99	2.01	2.03

Published by the A. LERTZ CO., San Francisco, Cal.

TABLE OF STADIA REDUCTIONS.—Continued.

Min	16°	17°	18°	19°	20°	21°	22°	23°
Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.	Hor. Dist.
Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.	Diff. Elev.
0°	92.40	92.40	92.40	92.40	92.40	92.40	92.40	92.40
2	92.37	92.37	92.37	92.37	92.37	92.37	92.37	92.37
4	92.34	92.34	92.34	92.34	92.34	92.34	92.34	92.34
6	92.31	92.31	92.31	92.31	92.31	92.31	92.31	92.31
8	92.28	92.28	92.28	92.28	92.28	92.28	92.28	92.28
10	92.25	92.25	92.25	92.25	92.25	92.25	92.25	92.25
12	92.22	92.22	92.22	92.22	92.22	92.22	92.22	92.22
14	92.19	92.19	92.19	92.19	92.19	92.19	92.19	92.19
16	92.16	92.16	92.16	92.16	92.16	92.16	92.16	92.16
18	92.13	92.13	92.13	92.13	92.13	92.13	92.13	92.13
20	92.10	92.10	92.10	92.10	92.10	92.10	92.10	92.10
22	92.07	92.07	92.07	92.07	92.07	92.07	92.07	92.07
24	92.04	92.04	92.04	92.04	92.04	92.04	92.04	92.04
26	92.01	92.01	92.01	92.01	92.01	92.01	92.01	92.01
28	91.98	91.98	91.98	91.98	91.98	91.98	91.98	91.98
30	91.95	91.95	91.95	91.95	91.95	91.95	91.95	91.95
32	91.92	91.92	91.92	91.92	91.92	91.92	91.92	91.92
34	91.89	91.89	91.89	91.89	91.89	91.89	91.89	91.89
36	91.86	91.86	91.86	91.86	91.86	91.86	91.86	91.86
38	91.83	91.83	91.83	91.83	91.83	91.83	91.83	91.83
40	91.80	91.80	91.80	91.80	91.80	91.80	91.80	91.80
42	91.77	91.77	91.77	91.77	91.77	91.77	91.77	91.77
44	91.74	91.74	91.74	91.74	91.74	91.74	91.74	91.74
46	91.71	91.71	91.71	91.71	91.71	91.71	91.71	91.71
48	91.68	91.68	91.68	91.68	91.68	91.68	91.68	91.68
50	91.65	91.65	91.65	91.65	91.65	91.65	91.65	91.65
52	91.62	91.62	91.62	91.62	91.62	91.62	91.62	91.62
54	91.59	91.59	91.59	91.59	91.59	91.59	91.59	91.59
56	91.56	91.56	91.56	91.56	91.56	91.56	91.56	91.56
58	91.53	91.53	91.53	91.53	91.53	91.53	91.53	91.53
60	91.50	91.50	91.50	91.50	91.50	91.50	91.50	91.50
c=75...	72	72	72	72	72	72	72	72
c=1.15...	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
c=1.90...	1.89	1.89	1.89	1.89	1.89	1.89	1.89	1.89

Published by the A. LERTZ CO., San Francisco, Cal.

	Pages		
Applegate - Location of fences around B. Jones property	40	Barber - Pipe Xing For The Diamond Match Co.	67
v - Line fence B. Jones & K. H. Heyer	49-50	Penryn. State Highway & Fences.	68-69
Gold Run, Encroachments on r.f.w. - by S.E. Burbanks,	51	Freeport. East of. Lease. Joe Valine	70
the Monroe Co, W ^m Wolff Mary M. Fletcher,		Rocklin v. Daingersfield lease	71
Kelly Robinson C.A. Bartleet, Henry Weisgeiber	52	Deleran v. Spaulding Bros. Private Road Xing	72
Mrs. C.A. Mitchell, James Dolan, Mrs Mary Sewart.		Arbuckle. West of Private road xing E.H. Lyons	73
Bessie Brown, John Williams	52	Loomis, 3" undergrade pipe xing Mrs. E.B. Roddan	74
Alex Peers, Margaret A. Murray, C.M. T.A. Eberhardt,	53	Newcastle West of Ground lease F.M. Borba	75
The Monro. Co	53	1 Mi east of Loomis. Oir Hd. Power Xing. Pac. Gas & Elec Co	76
West of Yuba City Rof W fence along H.G. Jackson's prop,	54-55	Hopfen 1 1/2" Undergrade water pipe xing for Da. Rosa & Burns	77
Cordova - Location of fences & trees Ivy Arch Farm.	56-58		
Lincoln - Location of signal poles to be moved	58		
Auburn - Trees planted on Tr of W. by Womens Imp. Club	59		
v Ground to be leased to G.A. Herdala O. Thomas.	60		
Deed C. Crocker to C.P. Ry Co	61		
Penryn. Road Crossing E.G. Taylor	62		
Auburn - Encroachment by Womens Improvement Club	63		
Folsom Jct. Pipe Xing for N.H. Shearls.	64		
Front & W. Knox's Wharf & Driveway	65		
East of Rocklin. Ira P. Allen lease	66		

This Indenture, Made the 11th day of July, nineteen
hundred and eight, Between Francisco,
Silveria and Maria J. Silveria, husband and
wife, the parties of the first part, and Central
Pacific Railway Company, a Corporation
created and existing under the laws
of the State of Utah, the party of the
second part,

Witnesseth; That the said parties
of the first Part, for and in consideration
of the sum of Ten (10) Dollars, gold coin
of the United States of America, to them
in hand paid by the said party of the
second part, the receipt whereof is hereby
acknowledged, do by these presents,
grant, bargain, sell, convey and con-
firm unto the said party of the second
part, and to its successors and
assigns forever all that certain
Piece or parcel of land, situated,

lying and being in the County of
Placer, State of California, and
bounded and particularly described
as follows, to wit:

Commencing at a point on
the centre line of the proposed
reconstruction of the Central
Pacific Railway ~~comprised~~ between
Rocklin and Colfax, known as
Sunny Station "E" 175+27.2, said
point being on the south line of the
southeast quarter of the southwest
quarter of the southwest quarter of
Section Thirty-two (32) Township
Twelve (12) North, Range Seven (7) East,
M. D. M. Thence Westward along said
south line to a point that is
Seventy Five (75) feet distant,
measured at right angles from
said centre line.

2
thence northerly parallel to said
centre line and at a uniform distance of
Seventy Five (75) feet therefrom to a point on
the northwesterly property line of said quarter
of the first part that is Seventy Five (75) feet
distant measured at right angles westerly
from said centre line; thence northerly
and easterly along said northwesterly property
line and crossing the centre line of
proposed reconstruction at sunny station
(E) 182+222 to a point that is Sixty
(60) feet distant, measured at right angles
easterly from said centre line; thence
northerly parallel to said centre line
and at a uniform distance of Sixty (60)
feet therefrom, to a point on the south
line of the southeast quarter of the
southeast quarter of the southwest quarter
of said Section Thirty-two (32) that
is Sixty (60) feet distant,

measured at right angles easterly from
said south line, thence westerly along
said south line to the place of beginning,
containing an area of two and eighteenths
hundredths (2.18) acres of land, more or less.
Together with all and singular the
tenements, hereditaments and appurtenances
thereunto belonging in any well apper-
taining, and the reversion and reversions
remainders and remainders, rents issues
and profits thereof.

To Have and To Hold all and singular
the said premises, together with the
appurtenances, unto the said party of
the second part, and their successors and as-
signs forever.

Said second party in consideration of
the premises, covenants and agrees
to fence said strip of land with plain wire
instead of barbed wire, when required by

3
said first parties, as soon as practicable, after
said railroad shall have been constructed
on said land and said second party agrees
to grade a wagon road along the easterly
side of said above described strip
of land re-connecting said ~~first~~ parties
wagon road, also said first parties may
cross the right of way of the said second
party at or about Survey Station (E)
182 + 29.2 for access to and use of
their lands.

In Witness Whereof, the said parties
of the first part have hereunto set their
hands and seals, the day and year
first above written

Witness to mark

Carrie E Walden
Viola J. Walden
State of California
County of Placer SS

Francisco his X Silvia (real)
her X
Maria J mark Silvia (real)

On this 11th day of July in the year nine
teen hundred and eight, before me
J. W. Walden a Notary Public in and
for said County, residing there in
duely commissioned, and sworn,
personally appeared Francisco Silvina
and Maria J. Silvina, husband and
wife, known to me to be the persons
whose names are subscribed to the
within instrument and acknowledged
to me that they executed the same.

Witness my hand and official seal,
J. W. Walden, Notary Public in
and for said County of Placer, State of
California.

Filed for record at request of Wells,
Fargo & Co, Aug 5 1908 at 15 min
past 4 o'clock P.M.

Ivan A. Parker Recorder.

Book 113 Page 357 Golden Records
1908

This instrument made the 11th day of June
in the year of our Lord, one thousand
nine hundred and eight,

Between the Whitney Estate Company,
a corporation, existing under and by
virtue of the laws of the State of California,
the party of the first part,

and Central Pacific Railway Company,
a corporation created and existing
under the laws of the State of Utah, the
party of the second part;

Witnesseth, that Whereas Joel Parker
Whitney is the President of the Whitney
Estate Company, and the Directors of
said party of the first part, at a meeting
on the eighteenth day of April, 1893, passed
a vote authorizing the said Whitney,
as such President, at his discretion, to
sell, mortgage or otherwise dispose of
all and any of the real estate or

5
personal property owned or at any time
belonging to said party of the first part,
and to execute deeds and conveyances
of real estate and bills of sale and
transfers of personal property in the
name and behalf of said party of the first
part, and for the Secretary to attest all
deeds and conveyances of real estate
and other documents executed by the
President in behalf of the party of the first
part, and to affix the corporate seal of
the said party of the first part thereto;
a certified copy of said two votes
having been filed for record on
May 10, 1893 and duly recorded in
the Placer County Records, in Book A,
of Miscellaneous, Page 254.
Now, the said party of the first part
for and in consideration of the sum
of Ten (10) Dollars, of lawful

money of the United States of America
to it in hand paid by the said party
of the second part, the receipt whereof is
hereby acknowledged, doth by these presents
grant, bargain, sell, convey and
confirm unto the said party of the
second part, and to its successors
and assigns forever, all those certain
lots, pieces or parcels of land, situated
lying and being in the County of Alameda
State of California, and surrounded
and particularly described as follows,
to wit:

Commencing at a point on the center line
of the proposed reconstruction of the
Central Pacific Railway between
Rocklin and Colfax known as
Survey Station "E" 264 + 34.7, said
point being on the north line of the
northwest quarter of the northwest

quarter of Section Twenty-Eight (28) Town-
ship Twelve (12) North Range Seven (7)
East M. D. M. thence easterly along
said north line to a point that is one
hundred and fifty (150) feet distant
measured at right angles from said
center line; thence southerly and
westerly parallel to said center
line and at a uniform distance of one
hundred and fifty (150) feet thence from
a point on the west line of the northwest
quarter of the southwest quarter of
said Section Twenty-Eight (28)
that is one hundred and fifty (150) feet
distant measured at right angles
southeasterly from said center line;
thence northerly along said west
line and crossing the center line
of proposed reconstruction at
Survey Station "E" 261 + 18.2

to a point that is northwest corner
of the northwest quarter of the southwest
quarter of said section Twenty-eight
(28); thence easterly along the north
line of the northwest quarter of the
southwest quarter of said section
Twenty-eight (28) to the place of
beginning containing an area of
two and fiftyone hundredths (2.15) acres
of land more or less.

Also all that certain other lot,
piece or parcel, of land, situated
lying and being in the aforesaid
County and state and bounded
and particularly described as
follows to wit:

Commencing at a point on the center
line of the proposed reconstruction
of the Central Pacific between Rockham
and Colfax known as ~~the~~

Survey Station "E" 261718.2 said point
being on the east line of the northeast quarter
of section Twenty-nine (29) Township
Twelve (12) North Range Seven (7) East. thence
thence southerly along said east line to a
point that is one hundred and fifty (150)
feet distant measured at right angles from
said center line; thence southerly
and westerly parallel to said center
line and at an uniform distance
of one hundred and fifty (150) feet
therefrom, to a point on the south
line of the southeast quarter
of said section Twenty-nine (29)
that is one hundred and fifty
(150) feet distant, measured
at right angles easterly from
said center line, thence
westerly along said south line
and crossing the center line

signed construction at Survey Station
E. 229+36.6 to a point that is one
hundred and fifty (150) feet distant
measured at right angle westerly from
said center line thence northerly and
easterly parallel to said center
line and at an uniform distance of
one hundred and fifty (150) feet there
from to a point on the east line of
the southeast quarter of said section
Twenty-nine (29) that is one hundred and
fifty (150) feet distant measured at
right angles northwesterly from said
center line thence southerly along
said east line to the place of beginning
containing an area of twenty one
and ninety-five hundredths (21.95)
acres of land more or less,
Also all that certain other lots
more or less of land,

8
situated, lying and being in the
aforesaid County and State, and
bounded and particularly described
as follows to wit:

commencing at a point on the
center line of the proposed reconstruc-
tion of the Central Pacific Railway between
Rocklin and Calfax known as Survey
Station E. 229+36.6 said point
being on the North line of the west one
half of the northeast quarter of
Section Thirty-two (32) Township
Twelve (12) North,

Range Run (N. East 2m. E. 9m; thence easterly
along said north line to a point that
is one hundred (100) feet distant, measured
at right angles from said center line;
thence southerly and westerly parallel
to said center line and at a uniform
distance of one hundred (100) feet
from a point that is one hundred (100)
feet distant from a point on said center
line known as Survey Station "E".

217+14, measured at right angles
southeasterly from said center line;
thence northeasterly to a point that is fifty
(50) feet distant from said Survey Station
E. 217+14 measured at right
angles southeasterly from said
center line; then southerly and westerly
parallel to said center line and at a
uniform distance of fifty (50) feet
therefrom, to a point that is fifty (50)

9
feet distant from a point on said center
line known as Survey Station "E".
210+80 measured at right angles
southeasterly from said center line;
thence southeasterly to a point that is
one hundred and fifty (150) feet distant
from said Survey Station "E". 210+80
measured at right angles from said
center line; then southerly and
westerly parallel to said center line
and at a uniform distance of one hundred and
fifty (150) feet therefrom to a point that
is one hundred and fifty (150) feet distant
from a point on said center line
known as Survey Station "E". 198+22
measured at right angles easterly
from said center line thence westerly
to a point that is fifty (50) feet distant
from said Survey Station "E". 198+22
measured at right angles easterly

from said center line thence northerly
parallel to said center line and to a uniform
distance of fifty (50) feet therefrom to a point
on the southeast property line of the
said party of the first part in the west
one-half of the east one-half of the
southern quarter of said Section
thirty-two (32) that is fifty (50) feet distant
measured at right angles easterly from
said center line thence northerly and
westerly along said southeast property
line and crossing the center line of the
proposed reconstruction of Survey
Station E. 197+63 to a point that is
fifty (50) feet distant measured
at right angles westerly from
said center line; thence
northerly parallel to said center
line and to a uniform distance
of fifty (50) feet therefrom to

10
a point that is fifty (50) feet distant
from a point on said center
line known as Survey Station E
198+72 measured at right
angles westerly from said
center line thence westerly to a
point that is one hundred (100) feet
distant from said Survey Station
E 198+72 measured at right angles
from said center line; thence
northerly and easterly parallel
to said center line and at a
uniform distance of one hundred (100)
feet therefrom to a point that is
one hundred (100) feet distant from
a point on said center line
known as Survey Station
E. 210+80 measured at right
angles northerly from said
center line; thence northerly and

thence northerly, as a point situated in fifty⁵⁰ feet distant
from and across said survey station E 210+80
thence at right angles northerly from said
center line

easterly parallel to said center
line and at a uniform distance of
fifty (50) feet therefrom to a point on said
center line known as Survey Station
E. 217+14 measured at right angles
northwesterly from said center
line; thence northwesterly to a point
that is one hundred (100) feet distant
from said Survey Station E 217+14
measured at right angles from said
center line thence northerly and
easterly parallel to said center line
and at a uniform distance of one
hundred (100) feet therefrom to a
point on the north line of the east
one half of the northeast quarter of
said section Thence due (32) that is
one hundred (100) feet distance measured
at a right angle northwesterly from
said center line thence easterly

along said north line to the place
of beginning, containing an area
of fifteen and fifty two hundredths
(15.52) acres of land more or less
Also that certain other lot piece or
parcel of land situated lying and
being in the foresaid county and
State and bounded and particularly
described as follows to wit: -
Commencing at a point on the center
line of the proposed reconstruction
of the Central Pacific Railway between
Rocklin & Colfax known as Survey
Station E 175+27.2 - said point being
on the north line of the east one
half of the northeast quarter of the
northwest quarter of section five (5)
Township eleven (11) North range seven
(7) East, M.D.M. Thence easterly
along said north line to a point that

is one hundred (100) feet distant measured
at right angles from said center line,
thence southerly parallel to said center line
and at a uniform distance of one hundred
(100) feet therefrom to a point on the North
line of the east one half of the northeast
quarter of the northwest quarter of said
Section Five (5) that is one hundred
(100) feet distant measured at right angles
from said center line thence westerly
along said south line and crossing
the center line of proposed reconstruction
at Survey Station "C" 162+22.3 to a point
that is one hundred (100) feet distant
measured at right angles westerly
from said center line thence northerly
parallel to said center line and at a
uniform distance of one hundred (100)
feet therefrom to a point on the north
line of the east one half of the

12
northeast quarter of the northwest quarter
of said Section five (5) that is one hundred
(100) feet distant measured at right angles
westerly from said center line
thence easterly along said North line
to the place of beginning containing an
area of six (6) acres of land or more
or less.

Also all that certain other lot, piece
or parcel of land, situated, lying
and being in the foresaid county and
State and bounded and particularly
described as follows to wit: -
beginning at a point on the center line
of the proposed reconstruction
of the Central Pacific Railway between
Rocklin and Colfax known as
Survey Station "E" 44+64 said
point being on the east line of the
northeast quarter of Section Eighteen

(8) Township Eleven (11) North Range
Seven (7) East M. D. M. thence southerly
along that said east line to a point
that is one hundred (100) feet distant
measured at right angles from said
center line thence southerly and
westerly parallel to said center
line and at a uniform distance of
one hundred (100) feet thence from
to a point on Antelope Creek
that is the property line of the said
party of the first part into east one
half of the southeast quarter of said
Section Eighteen (18) that is one
hundred (100) feet distant measured
at right angles southeasterly from
said center line; Thence down
Antelope Creek, along the property
line of the said party of the first
part and crossing at the center

13
line the proposed reconstruction
at Survey Station "E" 26+50 to a
point that is one hundred (100)
feet distant measured at right
angles northwesterly from said
center line thence northerly
and easterly parallel to said
center line and at a uniform
distance of one hundred (100)
feet thence to a point on the
east line of the northeast quarter of
said Section Eighteen (18) that is
one hundred (100) feet distant measured
at right angles northwesterly from
said center line thence southerly
along said east line to the place
of beginning containing an area
of eight and thirty four (8.34)
acres of land more or less
together with all and singular

the tenements hereditaments and appurtenances thereto belonging or in any wise appertaining and the reversum and reversion remainder and remainders rents issues and profit thereof.

To have to hold all and singular said premises together with appurtenances unto the said party of the second part and to its successors and assigns forever and the party of the first part doth hereby for its self and its successors covenant with the party of the second part and its successors and assigns that the granted premises are free from all incumbrances made or suffered by the said party of the first part and that it

14
well and its successors shall warrant and defend the same to the said party of the second part and to its successors and assigns forever against the lawful claims and demands of all persons claiming by title right or under the party of the first part but against none other. said second party in consideration of the premises, covenants and agrees to fence said strips or parcels of land when required by said first party as soon as practicable after said railroad shall have been constructed on said lands, and that said second party shall build & maintain suitable crossings at grade

or better guard crossings at grade
at such points, as said first party
shall, shall ~~be~~ be necessary, for
access to and use of its land
provided such crossings are deem-
ed practicable by the chief engineer,
of the said second party, provided
the situation & character of said
crossing, are requested by said
first party prior to the grad-
ing of said second party's rail-
road on said premises, & said cross-
ings shall not exceed in num-
ber said second party agrees, that
said first party may remove any or
all trees from above described strips,
or parcels of land prior to the
commencement of construction of
said railroad on said lands. The
said second party reserving that

15
right, to commence such construct-
ion ^{on} said land at any time with-
out notice. In witness whereof the
said party of the first part has
caused its corporate seal to be
hereunto affixed & these presents
to be signed by its president and
attested by its secretary on the day
year first above written
(Corporate Seal)

The Whitney Estate Co.
By Jack Parker, Whitney President
Attest Parker, Whitney Secretary
State of California
City & County of San Francisco, ss.
On this 11th day of June 1906
Personal Appearance of Adeline Copeland
before me, Adeline Copeland a
Notary Public in and for said
city & county reading herein

duely commissioned & sworn
personally appeared Joel Parker
Whiting known to me to be
the president of the Whiting
Estate Co. the corporation that
executed the within instrument
and acknowledged to me that
such corporation executed the
same. In witness whereof I have
hereunto set my hand and affixed
my official seal at my office in
the said city & County of San Fran-
cisco the day & year last above
written

(Seal) Adeline Copeland
Notary Public in & for said city
and County of San Francisco State
of California I filed for record at
the request of Wells Fargo & Co. June
19th 1908 at 13 mins past 9 o'clock am

James H. Parker Recorder.

16

Book #113 Page's - 265 - 274

Then a venture made the 19th day of August
matrimonial hundred & nine between Francis
Silberstein & Maria of Silberstein his wife the
parties of the first part, and Central Pac-
ific Railway Company a corporation
created & existing under the laws of the
State of Utah the party of the second
part Whereas that the said parties of
the first part for & in consideration of
the sum of Ten (10) Dollars gold coin of
the United States of America to them
in hand paid by the said party of the
second part the receipt whereof is here-
by acknowledged, do hereby agree to
grant bargain and sell convey & con-
firm unto the said party of the second
part & to its successors & assigns forever
all those certain lots pieces or parcels
of land situated lying & being in the
County of Piute State of California & bounded

17
ad & particularly described as follows to-
wit, Commencing at a point on the
center line of the southeast quarter of
the southeast quarter of the southwest
quarter of Section Thirty two (32) Town
ship Twelve (12) North Range Seven (7)
East T4D M. that is 60 ft distant mea-
sured at right angles easterly from a
point on the center line of the proposed
reconstruction of the Central Pacific
Railroad between Rocklin & Colfax known
as Rocklin Station "K" 175+27.2 thence
northerly & parallel to said center
line and at a uniform distance of ap-
proximately (60) feet therefrom to a point on
the northerly property line of said
quarter of the first part that is 60
feet distant measured at right angles
easterly from said center line, thence
northerly & easterly along said north

westerly property line to a point
that is seventy (70) feet measured at
right angles, easterly from said center
line, thence southerly parallel to
said center line and at an uniform dis-
tance of seventy (70) feet therefrom to a
point on the south line of the southeast
quarter of the southeast quarter of the
southwest quarter of said Section Thirty
two (32) that is seventy (70) feet distant
measured at right angles easterly from
said center line thence westerly along said
south line to the place of beginning con-
taining an area of $0\frac{14}{100}$ acres of land
more or less. Also all that other cer-
tain lot piece or parcels of land sit-
uated, lying & being in the aforesaid
County & State & bounded ^{as follows} & described
as follows to wit: Commencing at a
point on the south line of the east

18
of the southeast quarter of the southeast
quarter of the southwest quarter of Section
Thirty two (32) Township Twelve (12)
North Range Seven (7) East T. & M.
that is seventy five (75) feet distant &
measured at right angles westerly from
a point on the center line of the pro-
posed reconstruction of the Central
Pacific Railway between Rocklin & Colfax
known as Survey Station "E" 175+27.2 thence
northerly parallel to said center line
and at an uniform distance of seventy
five (75) feet therefrom to a point on
the northwesterly property line of that
said portion of the first part that is
seventy five (75) feet distant measured
at right angles westerly from said cen-
ter line, thence southerly & westerly along
said northwesterly property line to a
point that is 100 feet distant measured

at right angles westerly from said center
line, thence southerly parallel to
said center line and at an uniform
distance of 100 feet therefrom to a
point on the south line of the south
east quarter of the southeast quarter
of the southwest quarter of said section
thirty two (32) that is 100 feet distant
measured at right angles westerly from
said center line thence easterly along
said south line to place of beginning
containing an area of $0 \frac{23}{100}$ acres of
land more or less. Together with all
& singular the tenements heredita-
ments & appurtenances thereunto
belonging or in anywise appertaining
with the reversion & reversions, remainder &
remainders rents issues & profits thereof
To Have and To Hold all and singular
the said premises together with the

19
appurtenances unto the said party of the
second part & to its successors & assigns for
ever. In Witness Whereof the said parties of
the first part have hereunto set their
hands & seals the day & first first above
written

Francisco ^{his} Saldena
Mary ^{her} ^{mark} Saldena
Witness to mark & signature.

P. Saldena
J. L. Buell

State of California,
County of Placer. ⁵⁰⁵ On the 22nd day of
April in the first natural hundred
& more before me W. J. Laird a Notary
Public in & for said county residing
therein duly commissioned & sworn
personally appeared Francisco Saldena
& Maria J. Saldena (his wife) known to
me to be the persons whose names are
subscribed to the instrument

and acknowledged to me that they
 executed the same, In Witness whereof
 I have hereunto set my hand and af-
 fixed my official seal at my Office in
 the said County of Placer the day and date
 first above written

(Seal) W. J. Laird Notary
 Public in & for said County of Placer
 State of California. Filed for record at
 request of Wells Fargo & Co. May 24th 1909 at
 10 o'clock P.M.

Joan Parker
 Recorder

Book #117 pages 43-44 Auburn Records.

This indenture made the 31st day of July in the year of our Lord one thousand nine hundred & eight, between Martin Michael & Florence T. Michael (his wife) the parties of the first part, and Central Pacific Railway Company a Corporation created & existing under the laws of the State of Utah the party of the second part, Witnesseth that the said parties of the first part for & in consideration of the sum of (\$10) dollars gold coin of the United States of America, to them in hand paid by the party of the second part the receipt whereof is hereby acknowledged, they have granted, sold, conveyed, sold, confirmed and confirmed unto the said party of the second part & to its successors assigns forever, all the certain lot, piece or parcel of land, situated being & lying in the County of Denver, State of California, & bounded & described as follows, to wit: Commencing at a point on the center line of the proposed reconstruction of the trans-

continental Pacific Railway between Rocklin & Colfax known as Survey Station L^o 641+31.2 said point being on the west line of the east one half of the west one half of the southeast quarter of Section 16 Township 10 North Range 10 East Part M.D.M. thence southerly along said west line to a point that is sixty (60) feet distant measured at right angles from said center line; thence northerly & easterly upon a line to said center line & at an uniform distance of (60) feet therefrom to a point that is sixty (60) feet distant from a point on said center line known as Survey Station L^o 647+00 measured at right angles southeasterly from said center line; thence northerly and easterly to a point that is one hundred and twenty five (125) feet distant from said Survey Station B^o 647+00 measured at

right angles from said center line, thence
 northwesterly & easterly parallel to said center
 line, and at a uniform distance of one
 hundred & twenty five (125) feet, to a point
 that is one hundred and twenty five (125) feet
 distant from a point on said center line
 known as Survey Station E. 655+70 measured
 at right angles, thence northeasterly ~~thence~~ from said
 center line. thence northeasterly & ^{west} ~~easterly~~
 to a point that is fifty (50) feet distant from
 said Survey Station 655+70 measured at
 right angles southeasterly from said center
 line, thence northerly and easterly paral-
 lel to said center line - at a uniform
 distance of fifty (50) feet thence from to a
 point on the north line of the south
 east quarter of said Section 16 that
 is fifty (50) feet distant measured at right
 angles southeasterly from said center line, thence
 easterly along said north line and

and crossing the center line of the prop-
 ored reconstruction at Survey Station
 E. 662+86 to a point that is fifty (50)
 feet distant measured at right angles
 northwesterly from said center line.
 thence southeasterly & westerly parallel
 to said center line and at a uniform
 distance of fifty (50) feet thence from to a
 point that is fifty (50) feet distant from
 said a point on said center line known
 as Survey Station E. 655+70 measured
 at right angles, thence westerly from said
 center line, thence northerly & westerly
 to a point that is one hundred and
 twenty five (125) feet distant from said
 Survey Station E. 655+70 measured at
 right angles from said center line
 thence southeasterly & westerly parallel
 to said center line and at a uniform
 distance of one hundred & twenty five

first there is a point that is one
hundred & twenty five (125) feet distant
from a point on said center line, known
as Survey Station 'E' 647000 measured
at right angles northwesterly from said
center line, thence southerly & easterly
to a point that is fifty (50) feet distant
from said Survey Station 'E' 647000
measured at right angles northwesterly
from said center line, thence southerly
and westerly parallel to said center line
and at a uniform distance (50) feet there
from to a point on the West line of
the east end half of the west one-half
of the southeast quarter of said block
between that is fifty (50) feet distant
measured at right angles northwesterly
from said center line, thence southerly
along said west line to the place
beginning containing an area of

23
eight and twenty two (8.22) acres of
land more or less. Together with all
and singular, the tenements, hereditaments
and appurtenances, thereto
belonging or in anywise appertaining
in the reservation & reservations, rents,
reversions & remainders, rents, issues & profits
thereof, To Have and To Hold all and
singular the said premises together
with the appurtenances unto the
said party of the second part and to
its successors forever. In Witness
Whereof the said parties of the first
part of the first part have hereunto
set their hands & seals the day & first
first above written. Signed, Sealed and
Delivered in the presence of
Martin Michael (Deed)
Florence T. Michael (Seal) State of California
County of Plumas. On the twenty first

24
29
of July and take up at intersection and
marked by light, before me J. B.
Blander, Notary Public, for said
Plains Canal, reading and explaining said
instrument and a number of persons appeared
and read the instrument and the same
Michael, his wife, Susan, two and his
the persons whose names are subscribed
to the instrument, read and acknowledged
that they executed the same.

(Seal) J. Blander
Notary Public
County of Plains, State of California.
Land and party in consideration of other
premises conveyed & agrees to, grant and
strip of land, which required by said first
party as shown in the plat after said
railroad, shall have been constructed
on said lands and that said second
party shall build & maintain suitable
fencing at grade or cattle guard

crossing at grade, at or near Survey
Station E. 647+00 & further that said
first parties may for access to &
use of their lands cross said strip
of land at or near Survey Station
E. 660+00 Filed for record at the
request of Wells Fargo & Co. Aug. 12. 1908
at 15 minutes past nine o'clock A.M.

Joan H. Porter

Recorded

Book # 114 Page # 14 Auburn Records

2
The Indenture made the 1st day of August,
in the hundred & eight between Sarah J.
and up the party of the first part and
Pacific Railroad Company, a corp-
oration, created & existing under the laws
of the State of Utah the party of the second
part. Witnesseth, That the said party of
the first part for and in consideration
of the sum of Ten (\$10) Dollars good and
lawful money of the United States of America to have in
hand paid by the said party of the
second part, the receipt whereof is
hereby acknowledged, do hereby these
presents, grant bargain ^{and} sell & convey
confirm unto the said party of the second
part, and to its successors & as-
signs forever all that certain lot piece or
parcel of land, situated, lying & being
in the County of Placer State of California
part thereof described as follows to wit.

29
Commencing at a point on the center
line of the proposed reconstruction
of the Central Pacific Railroad between
Radium & Cactus known as Survey
Station "E" 462+86, said point being
on the south line of the north
east quarter of Section 10, Township
Twenty (20) North Range
Eight (8) East N. D. M. thence east
along said south line to a
point that is fifty (50) feet distant
measured at right angles from said
center line, thence south along said
said parallel to said center line at a
uniform distance of fifty (50) feet then
from to a point that is fifty (50) feet
distant from a point on said center
line known as Survey Station "E"
462+86 measured at right angles
southeastly for

thence northerly & easterly to
a point that is seventy five (75) feet
distant from said Survey Station "B" 666+24.0 measured at right angles from
said center line thence northerly and
easterly parallel to said center line
and at a uniform distance of seventy
five (75) feet therefrom to a point
on the northeasterly property line
of the said parcel of the first part
that is seventy five (75) feet distant
measured at right angles northeast-
erly from said center line thence north-
erly & westerly along said northeasterly
property line & following the center line
of the proposed reconstruction of
Survey Station "B" 670+60.1 to a
point that is one hundred (100) feet
distant measured at right angles
northwesterly from said center line

26
thence southerly & westerly parallel to
said center line & at a uniform dis-
tance of one hundred (100) feet there-
from to a point that is one hun-
dred (100) feet distant from a point
on said center line known as Survey
Station "B" 666+24.0 measured at right
angles southwesterly from said cen-
ter line thence southerly & easterly
to a point that is fifty (50) feet dist-
ant from said Survey Station "B" 666+
24.0 measured at right angles north-
westerly from said center line thence
northerly and westerly parallel to
said center line and at a uniform
distance of fifty (50) feet therefrom to
a point on the south line of the
northeast quarter of said Section 16
that is fifty (50) feet distant
measured at right angles, north-

intersect from said center line, thence
easterly along said south line to
the fence of Beginning containing
an area of two and sixty hundred
acres (260 Acres) of land more or less
together with all & singular the tenements
and hereditaments & appurtenances thereto
belonging in or anywise appertaining
and the reversions & reversionary remainders
& remainder rents issues & profits thereof.
To Have and To Hold all and singular
the premises together with
the appurtenances unto the said party
of the second part and to its successors &
assigns forever, and said party in con-
sideration of the premises covenanted &
agrees not to fence said strip or por-
tion of land excepting what is necessary
to protect the portion of the tunnel &
its rails at outside of tunnel & that

27
said second party shall build & maintain
suitable crossing at grade, or better,
guard crossing at grade, if such
point as said first party shall choose
to be necessary for access to and
use of her lands provided such
crossing is deemed practicable, &
if the Chief Engineer of said Road be
party & approved the situation &
character of said crossing in res-
pect of said first party's prop-
erty the grading of said railroad
in said lands and said cross-
ing shall not exceed one in number
excepting that said first party
her heirs or assigns may construct
road or streets on the surface across
the above described portion of that
strip or parcel of land lying bet-
ween the said Station R. 662-86 &

and Survey Station "E" 666+28 subject to the approval of the Chief Engineer of said second party its successors or assigns. The said second party shall have the right to construct water pipe across said strip or parcel of land at a point between Survey Station "E" 662+86 and Survey Station "E" 665+28 for the purpose of carrying water for irrigation purposes. Such pipe to be approved by the Chief Engineer of said second party its successors or assigns & to be constructed to the satisfaction of said Chief Engineer & itenceforth to be maintained in good condition & repairs by said first party her heirs or assigns to the satisfaction of the Chief Engineer of said second party its successors or assigns. Said second party agrees

that it will only cut across said strip of land as is necessary. Said First Party agrees that, when being or assigns will give up & abandon the crossing at grade or cattle guard crossing at grade hereinafter provided and permit said second party to clear up said crossing when said first party her heirs or assigns shall have other way of ingress or egress from a public street or highway to their lands adjoining said above described strip or parcel of land. In Witness Whereof the said party of the first part has hereunto set her hand & seal the day & date first above written.

Sarah Dunlap (deaf)
 State of California
 County of Placer
 ss. On this 1st day

of August in the year one thousand
nine hundred and eight before me
G. B. Lukens a Notary Public in &
for said Placer County residing
therein, duly commissioned & Sw-
orn, personally appeared Sarah
J. Dunlap known to me to be the
person whose name is subscribed
to the within instrument & ac-
knowledgeed to me that she exe-
cuted the same In Witness Whereof
I have hereunto set my hand & aff-
ixed my official seal at my office in
the said County of Placer the day &
date the certificate first above written
(Seal) G. B. Lukens

Notary Public in & for
said County of Placer State of California.
Filed for record at request of Wm. F. Foye
and Co Aug 10, 1908 at 10 min past 9 o'clock

29
A. M. Isaac F. B. Parker Recorder
Book # 113 Pages 373-376
Auburn Records

2

Knows all Man. By Please Presents
 That S. L. G. St. George Carel of the Town
 of Berkeley, County of Alameda and State of
 California in consideration of the sum of
 One Thousand Five Hundred and Fifty
 (\$1500) Dollars has made and paid by
 the Central Pacific Railroad Company &
 corporation created & existing under the
 laws of the State of Utah, have granted her-
 granted & sold and by these presents he
 grant to her & her heirs & assigns unto said
 Central Pacific Railroad Company and to
 its successors and assigns forever all
 the real property situated in the County
 of Alameda & State of California, all of a
 certain strip of land described as follows
 Beginning at a point known as
 Engineer Survey Station "E" 735+25.1
 along the construction, Central Pacific
 Railroad, between the California &

which point is on the south line of the
 land owned by S. L. St. George Carel in
 the North East Quarter (N. E. 1/4) of Sec-
 tion Nine (9) Township Twelve (12)
 North Range Eight (8) East W. 1/4 B. W.
 item west, along and on the south
 line of the lands of S. L. St. George Carel
 in Section Nine (9) to a point station
 distant one hundred (100) feet measured
 at right angles westerly from the center
 line of the "E" line of Survey. Thence
 northwesterly parallel to and at a
 uniform distance of one hundred (100)
 feet from the center line of the "E" line
 of Survey to a point that is distant
 one hundred (100) feet measured at right
 angles westerly from Engineer Survey
 Station "E" 736+00 thence northwesterly
 for a distance of fifty (50) feet to a point
 that is distant fifty (50) feet measured at

at right angles westerly from Engineer Sur-
vey Station "B" 136+00 thence northwesterly
parallel to and at a uniform distance
of fifty (50) feet from the center line
of the "B" line of Survey to a point
that is distant fifty (50) feet measured
at right angles westerly from Engineer
Survey Station "B" 744+70 thence south-
westerly for a distance of fifty (50) feet
to a point that is distant one hun-
dred (100) feet, measured at right
angles westerly from Engineer Sur-
vey Station "B" 744+70 thence north-
westerly parallel to and at a uniform
distance of one hundred (100) feet
from the center line of the "B" line
of Survey to a point on the west line
of the South East Quarter (S.E. 1/4) of Sec-
tion Four (4) Township Twelve (12) North
Range Eight (8) East N.B.W. that is

31
distant one hundred (100) feet measured
at right angles westerly from the center
line of the "B" line of Survey; thence
northerly along & on the west line of the
South East Quarter (S.E. 1/4) of Section Four
(4) to an intersection with the "B" line
of Survey at Engineer Survey Station
"B" 753+5.4, thence continuing northerly
along & on the west line of the South East
Quarter (S.E. 1/4) of Section Four (4) to a po-
int that is distant One Hundred & Fifty
(150) feet measured at right angles easterly
from the center line of the "B" line of Survey;
thence northeasterly parallel to and at
a uniform distance of One Hun-
dred and Fifty (150) feet from the center
line of the "B" line of Survey to a point
that is distant one hundred & fifty (150)
feet measured at right angles easterly
from Engineer Survey Station "B" 752+00

thence southeasterly for a distance of
fifty (50) feet to a point that is distant
(100)
One hundred feet measured at right angles
easterly from Engineer Survey Station
732+00, thence southeasterly parallel
to and at a uniform distance of
one hundred (100) feet from the cen-
ter line of the "E" line of Survey to a
point that is distant one hundred
(100) feet measured at right angles east-
erly from Engineer Survey Station E
744+70. Thence southwesterly for fifty (50)
feet to a point that is distant fifty (50)
feet measured at right angles easterly
from Engineer Survey Station E 744+70.
Thence southeasterly parallel to and at
a uniform distance of fifty (50) feet
from the center line of the "E" line
of Survey to a point that is distant
fifty (50) feet, measured at right angles

✓
easterly from Engineer Survey Station
E 736+00 thence northeasterly for a
distance of fifty (50) feet to a point
that is distant, one hundred (100)
feet, measured at right angles east-
erly from Engineer Survey Station
E 736+00, thence southeasterly par-
allel to and at a uniform distance
of one hundred (100) feet from the
center line of the "E" line of Survey
to a point on the south line of
lands of L. T. St. George Carey that is
distant one hundred (100) feet measur-
ed at right angles easterly from the
center line of the "E" line of Survey.
Thence westerly along and on the
south side of the lands of L. T. St.
George Carey to the North East
Quarter (N.E. 1/4) of Section Nine (9)
Township Twelve (12) North Range

(8) East M. D. B & M. and to the place
of beginning at Engineer Survey Sta-
tion E" 735+28.1 proposed reconstruction
Central Pacific Railway Rocker to
Colfax. The above described strip of
land contains an area of 6.61 acres
of land more or less. Together with all
the tenements hereditaments and
appurtenances thereto belonging
or in any wise appertaining and do
all her estate, right title and interest
in & to the same. The said Central
Pacific Railway Company agrees to
leave said strip of land as a cover
practicable after said railroad has
been constructed on said land.
The said grantor shall have the
right to maintain two crossings
or roadways across the right of
way between Engineer Survey Stn

33
Station E" 736+744 - this distance betw-
en these stations being over the
tunnel to be constructed on said
property. To Have and To Hold all
and singular the above described
and granted premises unto the said
Central Pacific Railway Company
and to its successors & assigns. And
the grantor above named does con-
sent to and with the said Cen-
tral Pacific Railway Company
above named grantor and to its
successors & assigns, that he is law-
fully seized in fee simple of the ab-
ove granted premises and that the
above granted premises are free
from all encumbrances. In Witness
Whereof I the grantor above named
hereunto set my hand & seal this 1st
day of July A. D. 1908 Signed, sealed &

Delivered in the presence of
J. H. Wiles.

S. T. St George Corp (Real)
State of California
County of Placer ss.

On this 1st day of July
A.D. one thousand nine hundred
and eight, before me J. H. Wiles a
Notary Public in & for the said
County of Placer residing therein
duly commissioned and sworn
person all appeared S. T. St George
Corp known to me to be the person
described in, whose name is sub-
scribed to, and who executed the
within and annexed instrument
& he acknowledged to me that he
executed the same freely & voluntar-
ily & for the purpose and uses stated
in set forth - In Witness Whereof I

34
Have hereunto set my hand and affix-
ed my official seal at my office in
the County of Placer the day & year
in the certificate first above written
(Seal)

J. H. Wiles
Notary Public in and for the
County of Placer State of California
Filed for record at request of Wiles
& Co. July 30, 1908 at 15 min;
past 9 o'clock A.M.

Law H. Parker
Recorder
Book # 113 pages 343 - 346 Auburn Records.

William Pagulale to C. P. Ry Co.

Book 113 P. 388 Auburn Records.

No conditions outside of Central Pacific Railway Co. agreeing to fence said strip of land as soon as practicable after said railroad is constructed on said land.

A. S. Fitzsimmons to C. P. Ry. Co.

Book 114 P. 20 Auburn Records.

No conditions outside of Central Pacific Railway Co. agreeing to fence said strip of land or parcel as soon as practicable after said railroad is constructed on said land.

Joseph Sanders to C. P. R. Co.

Book 107 P. 498 - 500 Auburn Records.

No conditions outside of said grantors, hereby grant to said company the right to extend the slopes of its cuttings + embankments + to build + maintain culverts + surface ditches beyond the limits of the herein described strip of land where necessary for proper construction + maintenance of said Company Railroad upon the condition that said Company shall fence said strip of land as soon

35
as practicable after said railroad is constructed on said lands - To Have + to Hold - etc.

Bartha Jones et al to C. P. Ry Co. Book # 113 P. 133 - 136 - Conditions

The said Central Pacific Railway Company agrees to fence said strip of land as soon as practicable after said railroad is constructed on said land and said company shall build and maintain a suitable crossing at grade or cattle guard crossing at grade at some point on the lands hereby conveyed. The grantee agrees not to divert the water from the lands of said grantors, that originate or flow from a certain spring in the right of way near the mouth or portal of the proposed tunnel on said property + said grantors shall have the right to use for domestic purposes of the waters flowing from said spring if there be any water originating at said point or flowing from said spring. - To Have + To Hold - etc.

Johanna Schilling to C. P. Ry. Co. Book 107 P. 407 - 408 Auburn Rec -

Conditions. And said grantor hereby grants to said company the right to build and maintain culverts and surface ditches beyond the limits of the herein described strip of land where necessary for the proper construction and maintenance of said Company railroad upon

the condition that said company shall fence said strip of land as soon as practicable after said railroad is constructed on said land. To Have & To Hold etc.

D.W. Lubeck too C.P. Ry. Book 105 P. 70 Auburn Records. Conditions exactly the same as Johanna Schilling too C.P. Ry.

J.I. Wilcoxson - too C.P. Ry. Co. Book 110 P. 192-197 Auburn Records.

No Conditions.

F.A. Shepard - too J.P. Co. Book 103 P. 453 Auburn Records

No Conditions

Gertrude D. Nicol et al. J.P. Co. Book 121 P. 154-155 Auburn Records.

The said corporation shall have the right from time to time hereafter as the necessity arises of extending the slope of the cut or cuts too be constructed between Engineer stations No 1197 & 1206 too beyond the westerly side of the limits of the land herein granted until the said slope or slopes take a natural safe & permanent position.

This conveyance is made with the following restrictions and conditions which shall be deemed necessary running with the

land viz - The grantee shall construct & maintain a farm wagon grade between Engineer Stations C 1202 & 60 and C 1203 with gates in the exterior boundary fences of the land herein granted

36
It shall also construct & maintain a trail crossing on the grade with proper openings in the exterior fences between Engineer Station C. 1215 & C. 1215 plus 60. That the grantee shall deliver to the grantors at as high point as practicable & as nearly too the point of concentration thereof the waters arising from the springs which now exist on the land herein granted. In Witness - etc.

M.H. Goughran too C.P. Ry. Co. Book 113 P. 391-394 Auburn Records. Conditions - Said C.P. Ry. Co. agrees too fence said strip of land as soon as practicable after said railroad is constructed on said land. And said company agrees too build & maintain suitable crossing at grade or cattle guard crossing at grade at such point as said grantors shall show to be necessary for access too & use of his land, provided such crossing is deemed practicable by the chief engineer of said company & provided the situation and character of said crossing is requested by said grantor prior to the grading of said Company's railroad on said premise & - To Have & To Hold etc -



The Indenture made this 13th day of Oct-
 ober A.D. one thousand nine hundred and
 Eight, between Geo. O. Hafford & Fannie
 G. Hafford her wife both of the city & co-
 unties of Sacramento, State of California the
 parties of the first part and the Central
 Pacific Railway Co. a corporation seat-
 ed & existing under the laws of Utah
 the party of the second part. Witnesseth
 that the said parties of the first part for and
 in consideration of the sum of Sixteen hun-
 dred (\$1600) Dollars lawful money of the
 United States of America to them in hand
 paid by the said party of the second part
 the receipt whereof is hereby acknowledged
 have granted bargained and sold convey-
 ed and confirmed and by these presents do
 grant bargain sell convey & confirm unto
 the said party of the second part and
 to its successors assigns forever all

that certain tract of real property sit-
 uated in the County of Placer State
 of California described as follows to wit
 Beginning at a point known as Eng-
 inees Station C 1370+29.4 proposed re-
 construction Central Pacific Railway
 Railroad to Capas and which point
 is on the south line of the lands con-
 cealed by George O. Hafford and Fannie
 G. Hafford in the North West Quarter
 (NW 1/4) of the North West Quarter (NW 1/4)
 of the North West Quarter (NW 1/4) of Section
 Thirteen (13) Township Fourteen (14) North
 Range Nine (9) East T4 N10 E1W and north
 eighty eight degrees & twenty one minutes
 (88° 21') East from the South West cor-
 ner of the North West Quarter (NW 1/4) of the
 North West Quarter (NW 1/4) of the North
 West Quarter (NW 1/4) of Section Thirteen (13)
 to a distance of three hundred

shanty mine and is extended (339.67) feet
thence south eighty eight degrees &
twenty one minutes (88° 21') West along
and on the south line of the lands
of George O. Lafford & Eunice, of
Lafford to a point that is distant
one hundred (100) feet measured at
right angles Westward from the center
line of the "C" line of survey thence north
westerly parallel to & at a uniform
distance of one hundred (100) feet from
the center line of the "C" line of survey
to a point that is distant one hun-
dred (100) feet measured at right angles
Westward from Engineer Survey Station
C^o 1372+50 thence northeasterly for a
distance of fifty (50) feet to a point
that is distant fifty (50) feet measured
at right angles westerly from Engineer
Survey Station C^o 1372+50 thence

39
northeasterly for a distance of fifty (50)
feet to a point that is distant fifty
(50) feet measured at right angles
Westward from Engineer Survey Station
C^o 1372+50 thence northwesterly par-
allel to and at a uniform distance
of fifty (50) feet from the center line
of the "C" line of survey to a point
that is distant fifty (50) feet meas-
ured at right angles Westward from
Engineer Survey Station C^o 1378+15
thence southwesterly for a distance
of fifty (50) feet to a point that is
distant one hundred (100) feet meas-
ured at right angles westerly from
Engineer Survey Station C^o 1378+15
thence northwesterly parallel to
and at a uniform distance of one
hundred (100) feet from the center
line of the "C" line of survey to a

an intersection with the East line
of the right of way of the operated
line of the Central Pacific Rail-
way, which point of intersection is
distant one hundred (100) feet
measured at right angles westerly
from the center line of the C' line
of Survey thence northeasterly
along and on the east line of the
right of way of the operated line
of the Central Pacific Railway
which east line of the right
of way of the operated line of the
Central Pacific Railway is dis-
tant two hundred (200) feet mea-
sured at right angles easterly from
the center line of the operated
line of the Central Pacific Rail-
way and to an intersection
with the C' line of Survey at En-

gineer Survey Station C' 1381+91.8
thence continuing along and on
the east line of the right of way of
the operated line of the Central
Pacific Railway to a point
thence distant one hundred (100)
feet measured at right angles
easterly from the center line of
the C' line of Survey thence
southeasterly parallel to and
at a uniform distance of one
hundred (100) feet from the cen-
ter line of the C' line of Survey
to a point that is distant one
hundred (100) feet measured at
right angles easterly from
Engineer Survey Station C'
1378+15 thence southeasterly par-
allel to and at a uniform dis-
tance of fifty (50) feet from

the center line of the "C" line of Survey to a point that is distant fifty (50) feet measured at right angles easterly from Engineer Survey Station "C" 1372+80 thence easterly for a distance of fifty (50) feet to a point that is distant one hundred (100) feet measured at right angles easterly from Engineer Survey Station "C" 1372+80 thence southeasterly and parallel to and at a uniform distance of one hundred (100) feet from the center line of the "C" line of Survey to a point on the south line of the lands of Geo O. Hafford and Eunice G. Hafford that is distant one hundred (100) feet measured at right angles easterly from

41
the center line of the "C" line of Survey thence westerly along and on the south line of the lands of George O. Hafford and Eunice G. Hafford and to the place of beginning at Engineer Survey Station "C" 1370+99.4 proposed reconstruction Central Pacific Railway Railway to Colfax. Together with all & singular the tenements hereditaments & appurtenances thereto belonging or in anywise appurtenant and also all their estate right title and interest in & to the same. The said Central Pacific Railway Company agrees to give the parties of the first part two crossings of the right of way over the proposed tunnel & between Engin-

see Survey Station "C" 1372+50.
and "C" 1379+15 at such points as
said grantors shall designate
as necessary for access to and
use of their lands, but such
encroachments are to be approved
by the Chief Engineer of said
Company. The Central Pacific
Railway Company agrees to
construct a suitable wagon
road for the use of the portion
of the first part & beginning the
same from a point on the pre-
sent road on the east side of
the "C" line of Survey prepared
for construction Central Pacific
Railway Rocklin to Colfax &
diverging the said wagon
road from the wagon road now
used by the party of the first

42
part & leading from his house ac-
ross the right of way hereby granted.
The new wagon road shall extend
along & on the right of way on the
east side of the proposed recon-
struction "C" line to an inter-
section with the present Coun-
ty road between Colfax and Lan-
den Station said County road
at the point of intersection with
the private wagon road being
in the South West Quarter (S.W. 1/4)
of the South West Quarter (S.W. 1/4)
of Section Ten (10) Township Four-
teen (14) North Range Nine (9) East
M.D.B.M. and to the east of the
operated line of the Central
Pacific Railway & the nearest
point of same being about one
hundred (100) feet from said

operated line of the Central Pacific Railway. The said wagon road ^{is} to be constructed by the Central Pacific Railway Company before the completion and operation of the proposed reconstruction line of the Central Pacific Railway between to Calif. The grant of the first part shall give the right to use the wagon road leading from there ^{thence} and ^{now} used by them across the strip of land hereby granted, until the wagon road (as above described) is constructed as herein provided & when said wagon road is so constructed then the parties of the first part well as ^{longer} have the right to use

43
the present private wagon road crossing the railroad tracks ^{is} now used by them and the said wagon road and crossing of the railroad tracks at this point shall be discontinued and abandoned by said parties of the first part & the said wagon road shall be fenced in with the right of way by the Central Pacific Railway Company. To Have & To Hold the above described & granted premises unto the said Central Pacific Railway Company and to its successors & assigns forever. And the grantor above named do covenant to and with said Central Pacific Railway Company the above named grantee and to

its successors & assigns, that
itself are lawfully seized in
fee simple of the above grant-
ed premises and that the above
granted premises are free from
all encumbrances. In Witness
Whereof we the grantors above
named have unto set our hands
and seals the 13th day of Oct-
ober A.D. 1908

(Seal) George O. Hayford

(Seal) Eunice G. Hayford

Signed sealed & delivered in
the presence of

J. R. Hughes

State of California

County of Sacramento

On this 16th day of October in
the year A.D. One Thousand Nine
Hundred and Eight before me

44
P. L. Shinn Notary Public in and for
the County of Sacramento residing
therein duly commissioned &
sworn personally appeared
George O. Hayford and Eunice
G. Hayford his wife known to
me to be the persons described
in whose names are subscribed
to and who executed the within
and connected instrument and
they acknowledged to me that
they executed the same freely
& voluntarily & for the purposes
and uses therein set forth. In
Witness Whereof I have hereunto
set my hand & affixed my official
seal at my office in the County
of Sacramento the day & date
in this certificate first above
written. P. L. Shinn Notary

Joseph Saunders, owning property adjoining Tunnel #17 does not wish to
 lease right of way. If right of way across tunnel is fenced he would like to
 have crossing gates put in so as his tennant could drive his cows across as
 was promised to him by Gen. Edwards, when Edwards bought the right of
 way for the company through Joseph Saunders property.

J.I. Wilcoxson Estate was taken over by the Placer County Land Co. of Russia.

Johanna Schilling property taken over by Mr. W.B. Hotchkiss Applegate.

D.W. Luback property is handled by Mrs. D.W. Luback whose home is in Auburn
 but resides in Sacto with her daughter Mrs. Yardley - H.E. Yardley - 223 H. 21st St.

L.P. Dorsey, J.R. Applegate. Mrs. K.L. Meyer Applegate.

J.R. Jones, direct tender, of Lake Theodore Clipper Gap, handling Bertha Jones and
 Property.

Initial Agreement from Fred Hansen (Bartley's Engineer) to J.C. Jones, that if
 they left the Company off from building the grade xing + cattle quercs
 as recorded in the deed from Bertha Jones et al to L.P. & Co
 that the company would not fence over the tunnel; also that they
 would build gates + fence pathway as shown on Ref. W. Map. Referred to

Col. S. # 14 Add. J.C. Jones Applegate.

Mr. W.B. Hotchkiss who took over Johanna Schilling property does not wish to

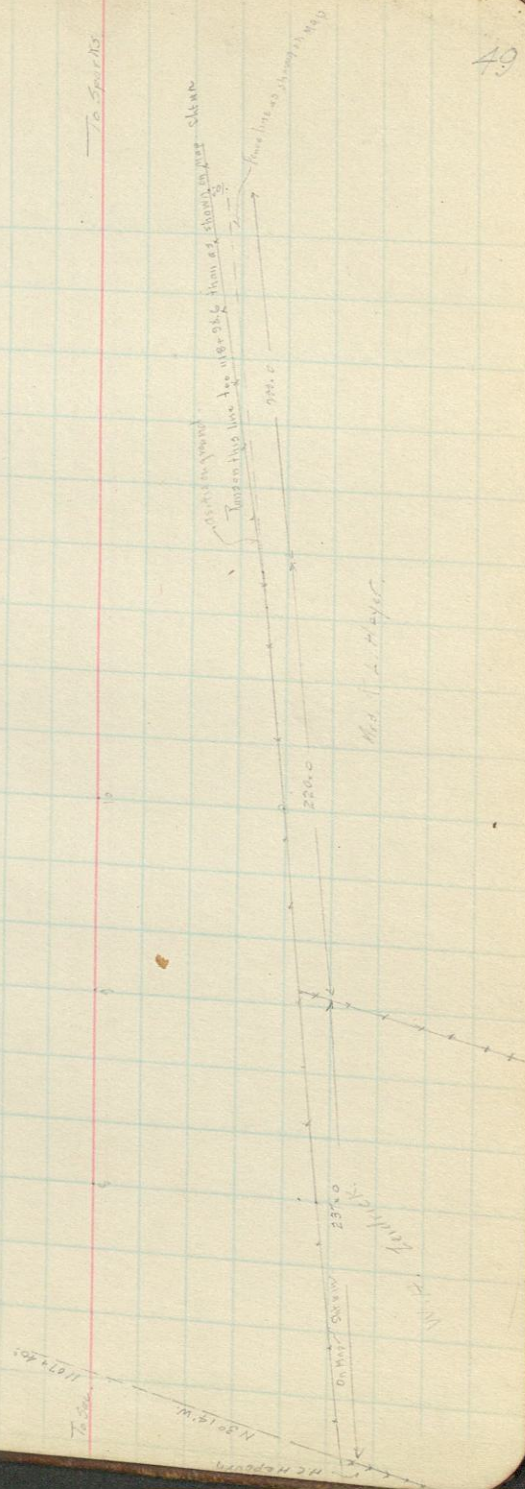
Ref. (true)



Applegate.

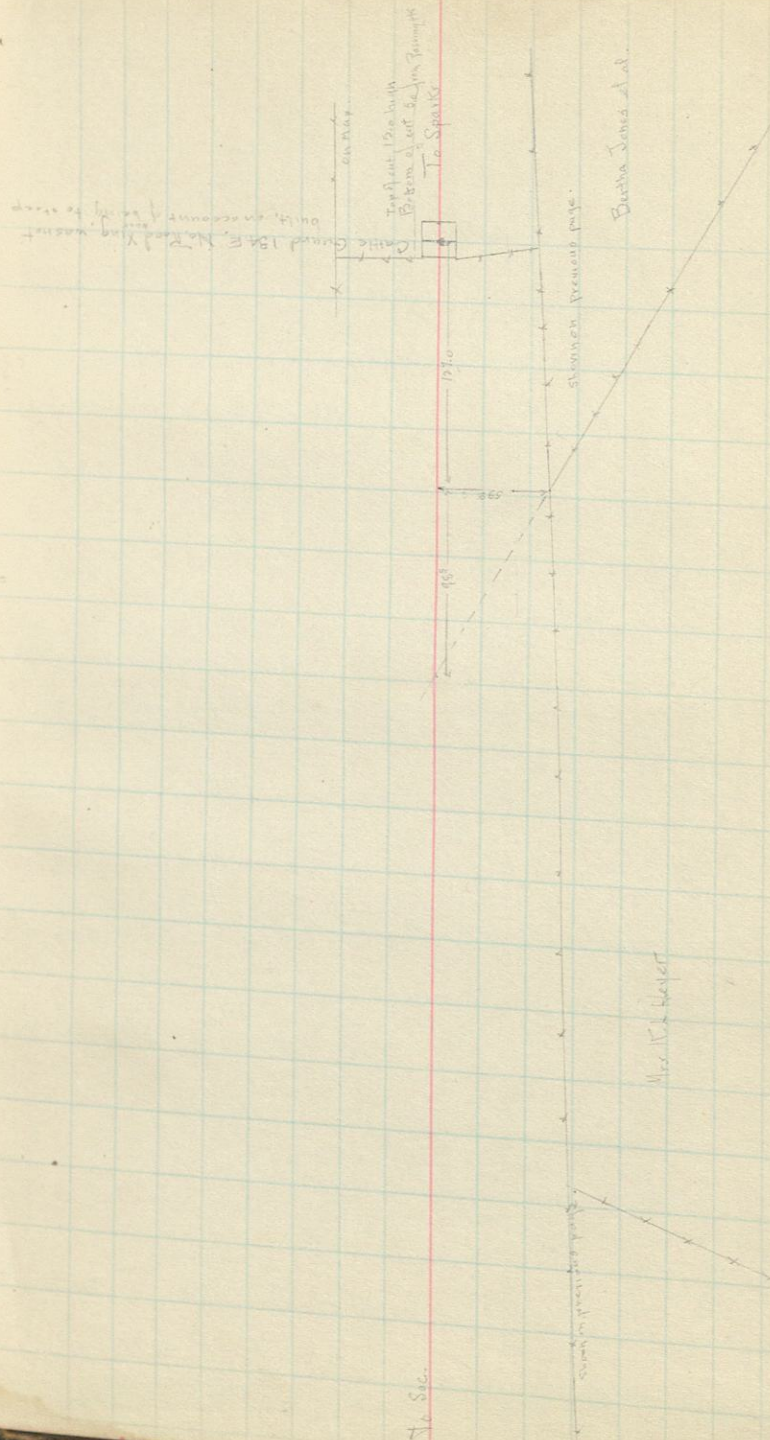
Showing location of cross fences between Mrs. T. H. Hoyer and J. Zedrick for case purposes.

J. Zedrick does not care to lease portion of ground that he is using on corner's right of way, stating that \$5.00 a year is too much & that his encroachment is not enough to take out a lease. He is willing to have the fence put on the right of way line. (See tracing marked East of Applegate from E. Belford showing this encroachment and also encroachment of Mrs. T. H. Hoyer, who wishes to lease the ground she is encroaching on for pasture.



Applegate.

Showing location of cross fence line between
Mrs K. Hayer and Bertha Jones for lease purposes.
Mrs K. Hayer Address Applegate California,
1 mile 10 - 17 - (Made.)



Right of way encroachment by Kelly Robinson (Hudson Langer) between Engr Stations 3432+33 + 3432+76.5 location correct still owned by same.

Right of way encroachment by C.A. Bartlett between Engr Stations 3433+76.5 + 3433+78 location correct (still claimed by same.) (Add Gold Run.)

Right of way encroachment of Henry Weisgerber This is an estate.

Henry Weisgerber (Add Secto.) No Administrator. Equal shares
William (Gold Run)
Sister (Gold Run)

Right of way encroachment by Mrs C.A. Mitchell between Engr Stations 3431+50.8 + 3433+30 location correct excepting that the property runs to the right of way line 216' beyond to oak fence line there is not any fence running across the road as shown. Mrs Mitchell died in 1911 leaving the property to her son W.E. Mitchell (Add Gold Run).

Right of way encroachment by James Dolan (Add Stockton) Mrs Katie Whelan (Michigan Bluffs) Edward Dolan (Add Point Richmond) between Engr Stations 3433+60 + 3435+80 location correct.
James Dolan (Add Estate) (No Administrator)

Right of way encroachment by Mrs Mary Stewart now known as the Mrs Mary Stewart Estate between Engr Stations 3438+57 + 3441+45 location correct, estate as follows, J.D. Stewart Auburn

William Stewart Gold Run. Mrs N.S. Collins Gold Run and Harold, Edgar, Alice, and Irene Stewart San Francisco, no administrator, although Mrs N.S. Collins has charge of property.

Right of way encroachment of Mrs Mary Brown (Basic initial given) This property was left to Michael Brown Dutch Flat C Mrs Kate Carter Gold Run Mrs Loughlin Makolunne Hill Calaveras Co. + 100 Susan Brown Gold Run. Property is handled by Michael Brown location of property correct except that they claim their deed runs to the E of the original main line.

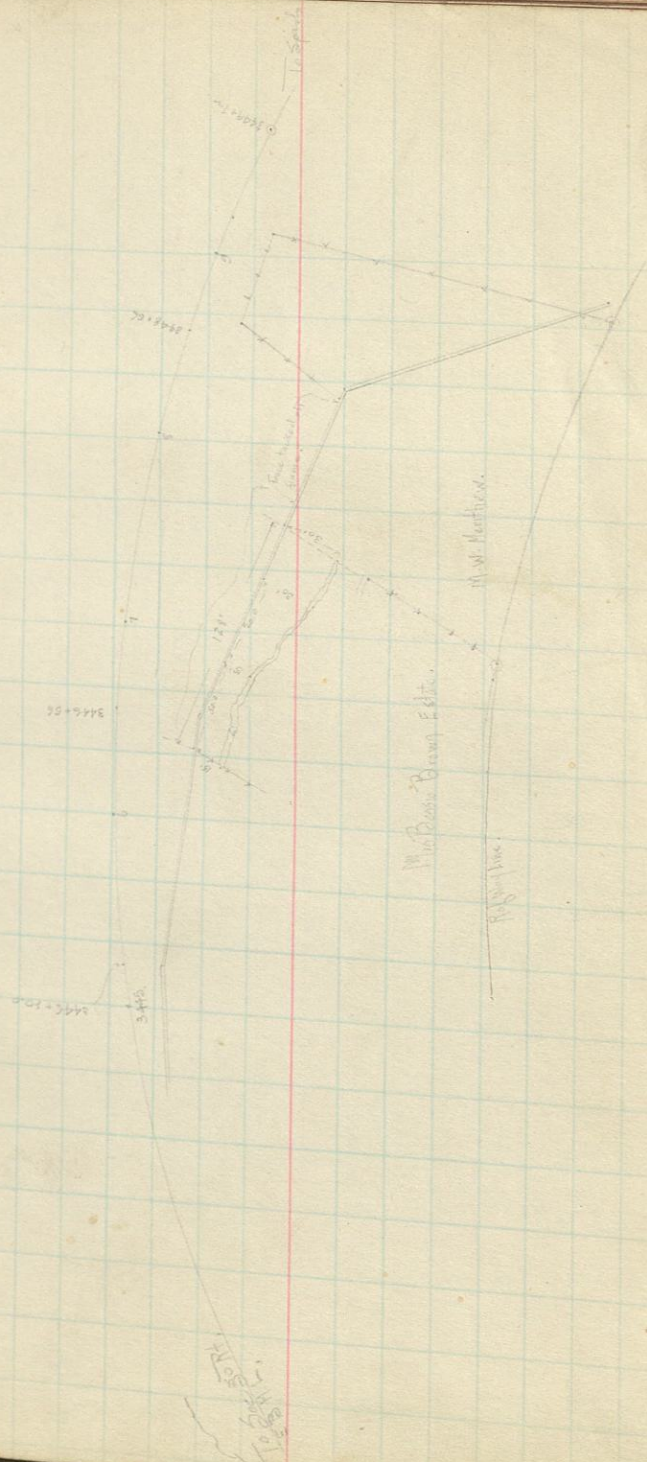
Right of way encroachment of John Williams between Engr Stations 3450+65 + 3461+00 3451+36.5 + 3454+26 location correct. This property is now owned by Mrs M.W. Merithew, whose mother was Mrs John Williams. Mrs Merithew has had this property since her mother's death in 1910 (Add Gold Run).

✓ This encroachment by Alex Peers between Engr Sta's 3454-36
3459-38. This property is fenced as shown on new map of
Gold Run. Property is still owned by Alex Peers who lives
at Mayfield. T. A. Peers, his nephew at Colfax, has charge of
the property.

✓ This encroachment by Miss Marnard A. Murray between Engr Stations 3456-36
3459-38 location correct, still owned by same address. (Gold Run)

✓ This encroachment by C. M. & T. A. Everhardt between Engr Stations
3459-38 & 3461-39 location correct & still owned by same
at Gold Run.

✓ Right of way encroachment by The Menrs Co. Engr Sta's 3465-38
3471-38 location correct. this property was taken over by the Harris
 Bros. of San Francisco, who are wholesale grocers, unable to
 find out initials!



139-195

Fence Cor on Rt 19.0

137-575

Fence line intersects track.

139-965

Fence Cor on Rt 23.8

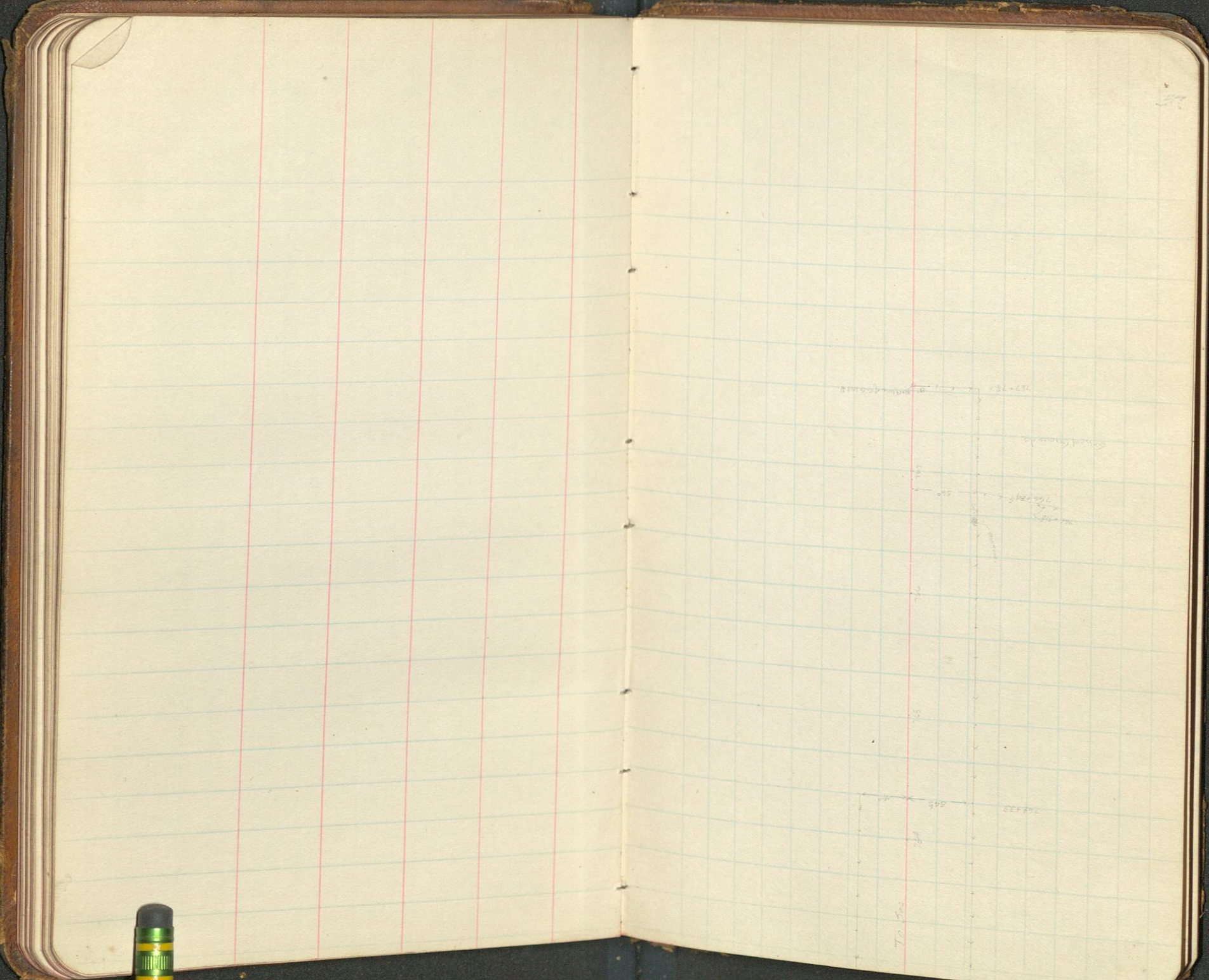
137-875

Fence line intersects track.

Fence line meets with east face of cattle guard. 119A.

4472672

Orchard tree line 67.0' trees 20' apart



1000 - 1000

School Grounds

1000 - 1000

1000

1000

1000 - 1000

1000 - 1000

To the

Location of Signal Poles
Towers moved off property of Mrs. J. Sanders.

967-87 Signal pole with 44.0 3 w's 1
969-64 " " 44.0 4 w's 1
971-35 " " 44.0 3 w's Fence 60.0 1
973-05 " " 44.5 5 w's 49.5 ✓
974-07 " " 39.0 5 w's 40.0
975-81 " " 44.0 ✓✓

The poles that carry the 3 signal wires have one cross arm & bracket
The poles " " 4.5 w's " 2 cross arms & a bracket
These poles are 1" in diameter the cross arms are 5 ft

- Auburn -

12-5-16

McDonald
Bair

59

Location of palm trees on right of way, planted by the
Women's Improvement Club of Auburn. Mrs. T. W. Wilson, President.

Red Auburn.

Palm Tree
m.t.

252-65	86.0
252-89	63.0
253-25	59.0 ✓
253-93	59.0 ✓
254-25	59.0 ✓
254-57	58.0 ✓
254-93	58.0 ✓
255-28	58.0 ✓
255-60	10.0 ✓

Return

12/9/6

Boir
H. S. Dannel

Right of way to be leased to George Herdal & Andrew Herdal.
Red Butte.

Beginning of Sta. 96+77.2 on it ^{only} & running up to 126+00

Beginning of Sta. 126+00 to 147+11.2 This is to be

used for pasture if Geo & Andrew Herdal decide to fence

same, if not they desire to lease only the right of way between

Enger Stations 126+00 & 147+11.2 for cultivation.

Right of way to be leased to O. E. Thomas for cultivation purposes,
between Enger Stations 160+18.2 & 166+01.2

Red Butte.

July 30th 1886 C. Crocker to C.P.R.R. Co.

Commencing at intersecⁿ Wly line R of W with W line of NE $\frac{1}{4}$ of Sec 19
TH W R T E th^{ce} NEly along sd R of W line 200' from + part
with cen line 1125' th^{ce} S Wly part with S Ely line of Blk 5
and 57' therefrom 197' th^{ce} N Wly along S Wly line Blk 5
31 $\frac{25}{2}$ ft. th^{ce} S Wly 475' to pt on $\frac{1}{4}$ Sec line 585' from its
intersection with sd line of right of way Th^{ce} S along sd
Sec line 585' to beg. = 34 $\frac{1}{2}$ N Also com- at intersecⁿ Ely
line of R of W with $\frac{1}{2}$ Laurel st th^{ce} NEly along sd R of W line
192' to intersecⁿ with N line sd Sec 19 th^{ce} E along sd Sec
line 414' th^{ce} S 540 29' W 345' to N Wly line Allegⁿ B. G.
(Produced NEly) th^{ce} S Wly along said Allegⁿ line
195' to S E Cor lot 2 Blk 5, th^{ce} N Wly along sd line
sd lot 2 and containing 220' to pt 30' S Ely at pt 43
from N Wly line Pac. St. th^{ce} N Wly along $\frac{1}{2}$ Laurel st
60' to beg 217 N $\pm$ No conditions

Book 35. Page 150

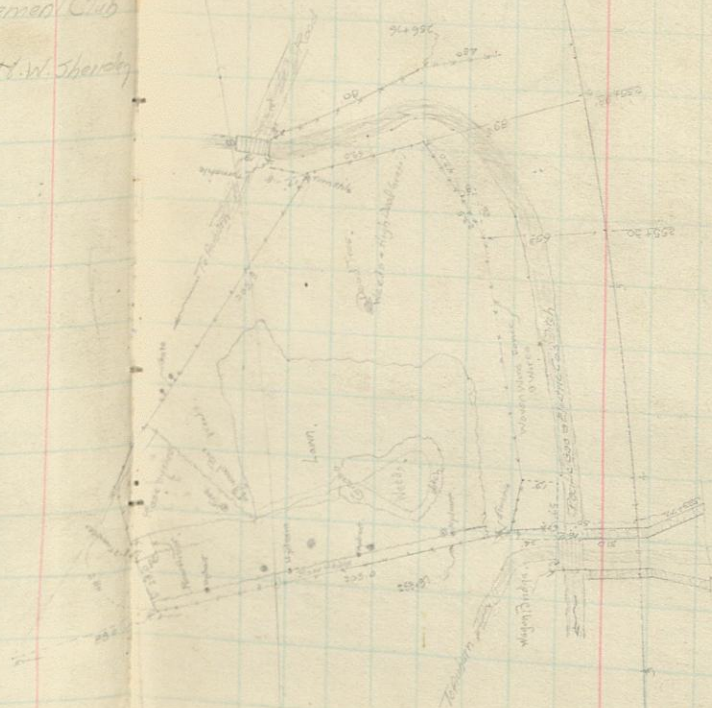
This Indenture made the 30th day of July in the year of our
Lord One Thousand Eight Hundred and eighty six Between
Charles Crocker of the city County & State of New York party of the
first part and the Central Pacific Railroad Company party of
the second part.

Huburn. →

Enrichment by Womens Improvement Club.

7/1
Bar
Hoggs

Some fence trees were planted by the Women's Improvement Club
of Huburn, who received permission to do so from H. W. Sherry,
the Division Superintendent.



1-5-17

T. Barr
B. Bass

Folsom, Cal

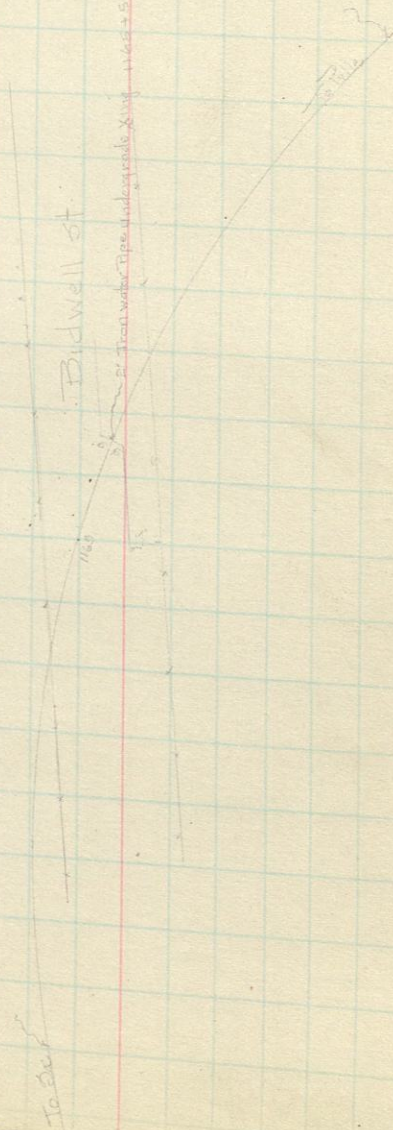
2" Undergrade iron water pipe xing for N.H. Sheaks

Address Folsom California. Prints for lease purposes made

1-10-17

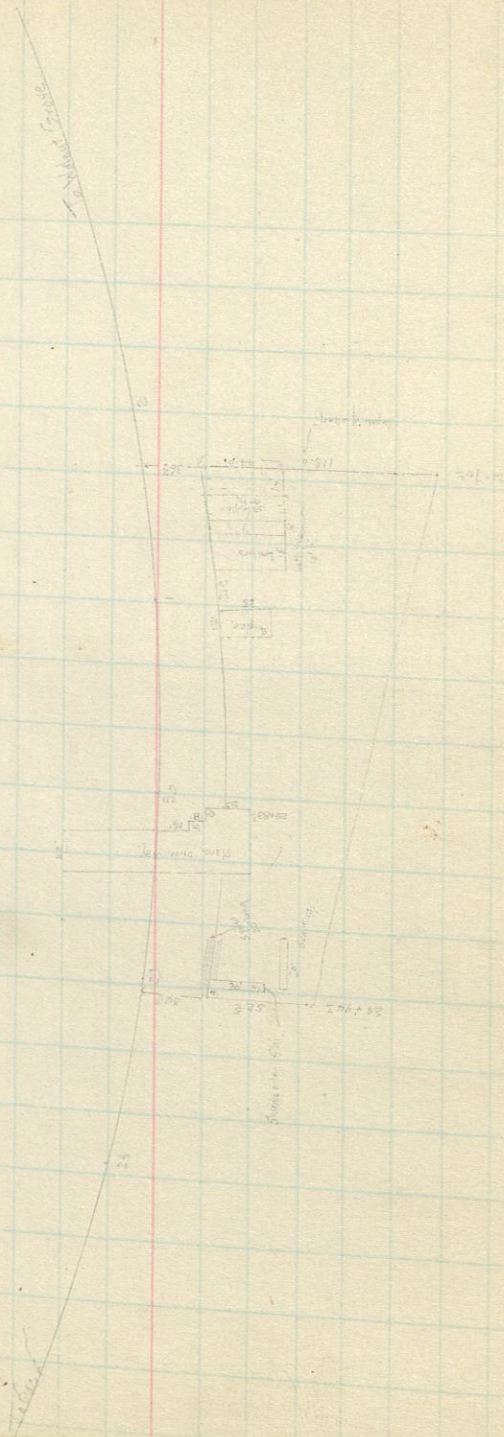
Bidwell St.

2" Undergrade iron water pipe xing for N.H. Sheaks



1-8-17
T. J. Bair

Front 2 W.
Location of Knox's wharf & driveway.



1-9-17

Rat.

East of Rocklin.Ira P. Allen Leases.

Ira P. Allen does not wish to lease ground for pasture. He wrote to L. 19176 agent at Rocklin receiving letter from him stating that he had no further use for the ground (Lease Cancelled) (1-9-17)

Lease C 1146 favor Ira P. Allen covering ground for cultivation at Rocklin. Allen's son in law advises that although Ira P. Allen will not live at Rocklin anymore on account of his failing health, he does not desire to give up this lease. Audit Bill can be sent to agent at Rocklin when due, and the parties who are occupying the ground at that time, will communicate with Ira P. Allen who at present is residing at Westwood, California. (1-9-17)

Agreement G 3# C. 6280 favor Ira P. Allen pipe wing at Engineer Station 285+10. This pipe wing did not belong to Ira P. Allen. A lady by the name of Miss Jennie Perkins who owned a ranch adjoining the new east bound main line, wanted water for cultivation and Ira P. Allen who was acting as her agent, wrote in for the lease and had same made out in his name. This ranch proved to

66

be a failure, so Miss M. E. Skimmer, moved to Bangor, Maine at 31st St. leaving the ranch which up to the present time no one is occupying. Sooner than have this 3" water pipe taken out Dana Perkins, on whose property a portion of this 3" pipe crosses, desires to have the lease made out to him. His intentions are to cut into this 3" pipe with a 1" pipe, and to discontinue the use of this 1" pipe if at any time a party takes over Miss M. E. Skimmer's ranch & objects to him using this water. 8 Prints of this crossing made in favor of Dana Perkins (1-9-17) Made. Ira P. Allen did have an underground water pipe wing, but this crossing was not covered by a lease. This crossing was the rough Culvert 111A station H 21+10, but had been taken up about 6 weeks ago by Dana Perkins who bought the pipe from Ira P. Allen. Allen's people thought that this was the crossing, that he was paying for instead of at 285+10, as they stated that the only crossing he had was at H 21+10. (1-9-17) (No Prints Made)

Barber Yard.

1-24-17

Bar
T. P. P.

Undergrade wooden Pipe for Diamond Match Co.

Add Mr. H. B. Clinton, Manager Match Dept.

Add 8" x 10"

Continuous Ch.

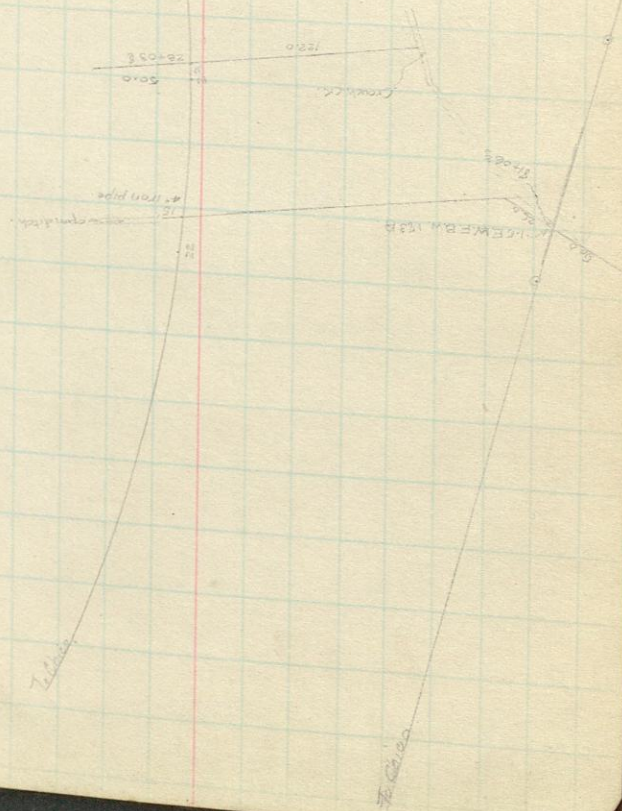
Profile

22+22.0 23+08.0 8" Wooden pipe xing H. Angles

21+33.0 22+19.2 4" Iron pipe xing H. Angles

8 prints made & turned over to E. Boffard - 1-24-17

4" Iron pipe



354447

1-27-17

Bar

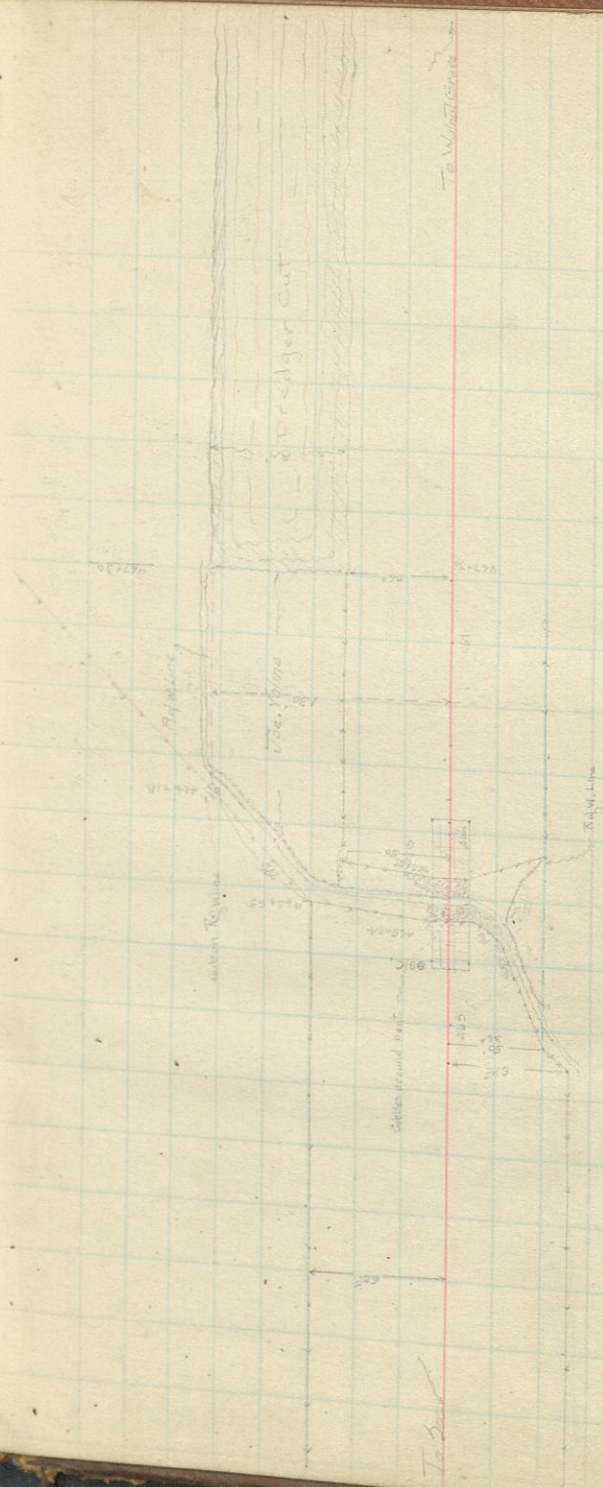
Paylor

EAST of FREEPORT

Showing fences and road near trestle 99C, and right of way to be leased to Joe Vahne, superceding lease Auct No L. 23899 of J. Timgawa. 16' Road, through this property left out of print as Timgawa claims right to same and has deed, he claims.

Entries made in favor of Joe Vahne, 1-29-17, excluding 16' road as per E.B.

Later later & signed of Vahne 2-27-17



3-22-17

Bar

LOOMIS

Water Pipe Line for Mrs. E. B. Radden - Address 119 1/2
Street, Sacramento, (Living at Jado temporarily) Thasides
on ranch during fruit season

To Jado

74

200' Right Line

Leave to Mrs. D. E. Radden & Son

200' Right Line

Park

To Jado

200' Right Line

To Jado

1 Mile East of Loomis

3-27-17

T. Bann
J. Taylor

76

200' Ref. W. Line

465+18E Long. P. 114 F.

463+89E 114 E

457+68E 114 D

454+22E Board 114 C No. 099

451+65E " " B " "

To Sports

437+52E Board 114 A No. 099

200' Ref. W. Line

Overhead 11 K.V. Power Line for the Pacific Gas & Electric Co

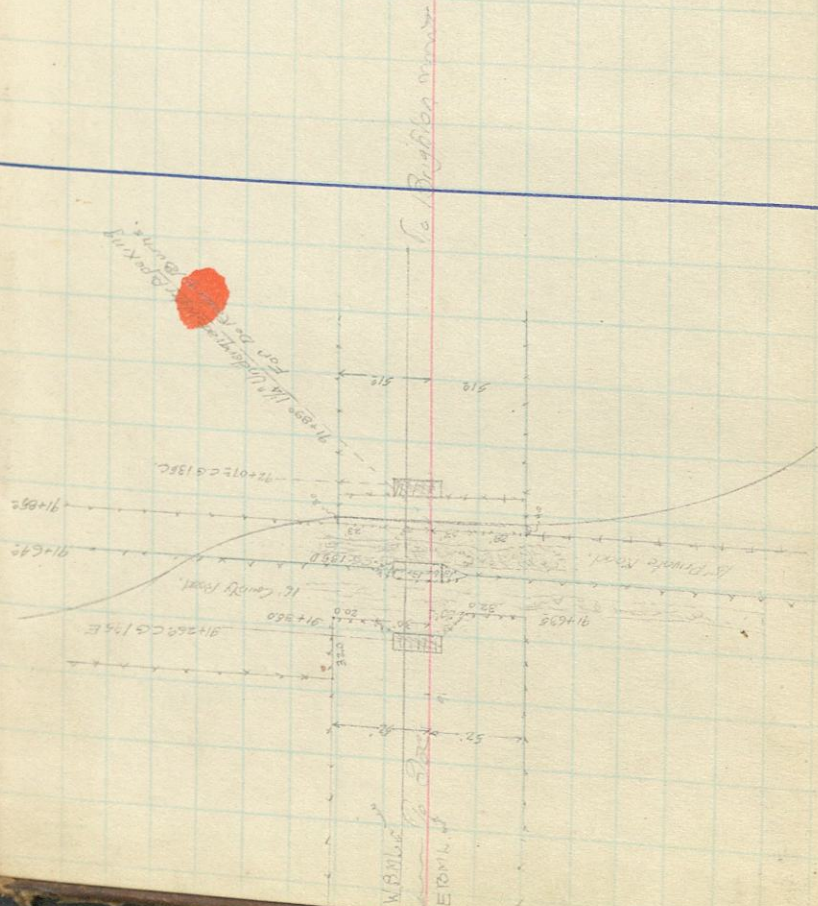
To Sports

To Sports

7-27-17

HOFFEN

This 14" iron pipe has been underneath track for the past 30 days. This pipe has been tapped into the city main in the vicinity of Pacific Ave. then across the barnyard of White & Terry, across the tracks & down the county road as far as the American River Bridge. The California State Highway or the Sacramento County Highway, are going to build over this county road. De Rosa & Burns have the contract to do this work & it may be possible that they put this pipe through. This pipe crossing just Eng'r Sta 71+49.5 & crosses the track at right angles.



Loan 2

460-695 10' Pond of East of P.O. 1.6

450-745 10' Pond of East of P.O. 1.6

454-875 8' Pond of East of P.O. 1.6

456+130 8' Pond of East of P.O. 1.6

457+615 2' Pond of East of P.O. 1.6

463+892 24' Pond of East of P.O. 1.6

465-1. 18' Pond of East of P.O. 1.6

P.O. 675 - 1.0 - 1.0 - 1.0 - 1.0

465+18
460+897
14288

Table showing the difference of latitude and departure in running 80 chains at any course from 1 to 60 minutes.

MINUTES	LKS.	MINUTES	LKS.	MINUTES	LKS.
1	2 $\frac{1}{3}$	21	49	41	95 $\frac{2}{3}$
2	4 $\frac{2}{3}$	22	51 $\frac{1}{3}$	42	98
3	7	23	53 $\frac{2}{3}$	43	100 $\frac{1}{3}$
4	9 $\frac{1}{3}$	24	56	44	102 $\frac{2}{3}$
5	11 $\frac{2}{3}$	25	58 $\frac{1}{3}$	45	105
6	14	26	60 $\frac{2}{3}$	46	107 $\frac{1}{3}$
7	16 $\frac{1}{3}$	27	63	47	109 $\frac{2}{3}$
8	18 $\frac{2}{3}$	28	65 $\frac{1}{3}$	48	112
9	21	29	67 $\frac{2}{3}$	49	114 $\frac{1}{3}$
10	23 $\frac{1}{3}$	30	70	50	116 $\frac{2}{3}$
11	25 $\frac{2}{3}$	31	72 $\frac{1}{3}$	51	119
12	28	32	74 $\frac{2}{3}$	52	121 $\frac{1}{3}$
13	30 $\frac{1}{3}$	33	77	53	123 $\frac{2}{3}$
14	32 $\frac{2}{3}$	34	79 $\frac{1}{3}$	54	126
15	35	35	81 $\frac{2}{3}$	55	128 $\frac{1}{3}$
16	37 $\frac{1}{3}$	36	84	56	130 $\frac{2}{3}$
17	39 $\frac{2}{3}$	37	86 $\frac{1}{3}$	57	133
18	42	38	88 $\frac{2}{3}$	58	135 $\frac{1}{3}$
19	44 $\frac{1}{3}$	39	91	59	137 $\frac{2}{3}$
20	46 $\frac{2}{3}$	40	93 $\frac{1}{3}$	60	140

TABLE FOR RUNNING ON SLOPES.

In the following table the first column shows the angle, the second the number of links to be added to a chain on the slopes, to make one chain, horizontal measurement.

Angle	COR. IN LINKS	Angle	COR. IN LINKS	Angle	COR. IN LINKS	Angle	COR. IN LINKS
0		0		0		0	
4	0.24	11	1.83	18	5.14	25	10.54
5	0.38	12	2.24	19	5.76	26	11.26
6	0.55	13	2.63	20	6.42	27	12.24
7	0.76	14	3.06	21	7.11	28	13.37
8	0.98	15	3.53	22	7.85	29	14.34
9	1.24	16	4.02	23	8.64	30	15.47
10	1.55	17	4.56	24	9.47	35	22.07

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